The Hongkong Telegraph.

(ESTABLISHED 1881.)

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Banks.

DENTAL SURGEON.

Insurance.

Mails.

Intimations.

Intimations.

Hotels.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," .....2,363 tons .....Captain H. D. Jones.
" "POWAN," .....2,338 " ..... " W. A. Valentine.
" "FATSHAN," .....2,260 " ..... " R. D. Thomas.
" "HANKOW," .....3,073 " ..... " C. V. Lloyd.
" "KINSHAN," .....1,995 " ..... " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,".....1,998 tons.....Captain G. F. Morrison, R.N.R.

Departures from Hongkong to Macao on week days at 2 P.M., except when otherwise notified by Express.

Sunday Special Excursions leaving Hongkong at 9 A.M., and a second departure about 7 P.M.

Note:—During the summer months the time of leaving fluctuates to suit the tide at Macao. See special Summer Time-table.

Departures from Macao to Hongkong on week days at 8 A.M. On Saturdays a second departure about 7 P.M. On Sundays about 3 P.M. (See special Express.)

CANTON-MACAO LINE.

S.S. "LUNGSHAN," .....219 tons.....Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," .....588 tons .....Captain J. Willox.
" "NANNING,".....569 " ..... " C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunki, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow.....Single $15.00. Return $25.00.
Canton to Tak Hing .....Single $12.50. Return $21.00.
Canton to Samshui.....Single $7.50.

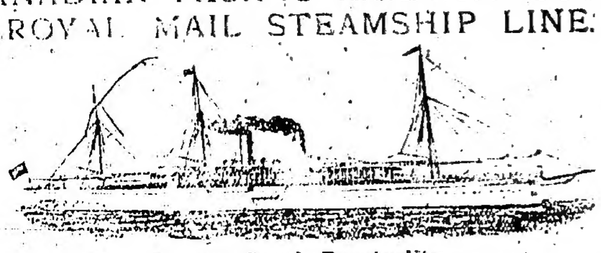
The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained of the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions, (First Floor,) opposite the Gaslight Hotel,
Or of BUTTERFIELD & SWIRE,
Agents CHINA NAVIGATION CO., LTD.

Hongkong, 16th July, 1906. [10

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line." Saving 3 to 7 Days Ocean Trial.

12 Days YOKOHAMA TO VANCOUVER. 21 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. *(Subject to Alteration).*

R.M.S.	Tons	Leave Hongkong	Arrive Vancouver
"EMPRESS OF CHINA"	6,000	WEDNESDAY, August 1	August 22
"TARTAR"	4,475	WEDNESDAY, August 8	September 1
"EMPRESS OF INDIA"	6,000	WEDNESDAY, August 22	September 12

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class.....*via* St. Lawrence £60. *Via* New York £62.
Hongkong to London, Intermediate on Steamers, and 1st Class Rail ..... " £40. " £42.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,
Corner Pedder Street and Praya, opposite Blake Pier. [13

Hongkong, 18th July, 1906

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on Week Days and on Sundays, at 7.30 A.M., and returns from Macao at 2.30 P.M., as on Week Days.

FARES:—Week Days, 1st Class, including Cabin and servant, Single $3; Return Ticket, $5; 2nd Class, $1; 3rd Class, 50 cents.

SUNDAYS ONLY.

1st Class—Single, $1; with Cabin, $2.
1st Class—Return, $2; with Cabin, $3.
3rd Class—Single, 40 cents; Return, 60 cents.
Steerage—20 cents each trip.

All Meals can be supplied on Board at $1 each Meal.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity

The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

SAM WANG Co.

Hongkong, 22nd June, 1906. [17

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

	Tons	Captain
"KWONG CHOW"	1,309	T. R. MEAD.
"KWONG TUNG"	1,238	H. W. WALKER.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey ...$4
Meals .....$1 each.

ALSO

Excursions to MACAO every SATURDAY, at 6 P.M., and every SUNDAY at 8 A.M., returning on SUNDAY at 10 A.M. and 6.30 P.M.

FARES:

1st Class single $1 with cabin berth $2.00
" return $2 " " " 3.00
2nd Class single $0.80, return 1.50

Breakfast, Tiffin and Dinner $1.00 each.

The Wharf in Hongkong is nearly in front of the new Western Market, opposite the old Harbour Office.

SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West

Hongkong, 13th July, 1906. [18

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
Steamers will also call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

Taking Cargo on Through Bills of Lading for all European, North and South American Ports.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Steamers.	Sailing Dates.
BAVERN	WEDNESDAY, 1st August.
PRINZ REGENT LUITPOLD	WEDNESDAY, 15th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 29th August.
SACHSEN	WEDNESDAY, 12th September.
PRINZ HEINRICH	WEDNESDAY, 26th September.
GNEISENAU	WEDNESDAY, 10th October.
PRINZ LUDWIG	WEDNESDAY, 24th October.
PRINZESS ALICE	WEDNESDAY, 7th November.
PREUSSEN	WEDNESDAY, 21st November.

ON WEDNESDAY, the 1st day of August, 1906, at Noon, the Steamship *BAYERN*, Captain Formes, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 30th July, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 31st July, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 31st July.

Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	£61. 0. 0.	£42. 0. 0.	£22. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA OR GIBRALTAR	61. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

Steamers.	Tons.	Sailing Dates.
PRINZ SIGISMUND	3,302	TUESDAY, 24th July.
WILLEHAD	4,763	TUESDAY, 21st August.
PRINZ WALDEMAR	3,227	TUESDAY, 18th September.

ON TUESDAY, the 24th day of July, 1906, at Noon, the Steamship *PRINZ SIGISMUND*, Capt. D. Lenz, with Mails, Passengers and Cargo, will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class		1st Class	2nd Class
TO MANILA	$50.00	$30.00	$20.00	Return	$80.00	$50.00
TO NEW GUINEA	£28.—	£18.10	£14.00	Return	£42.00	£27.15
TO BRISBANE	£30.—	£20.—	£14.—	Return	£54.—	£36.—
TO SYDNEY	£33.—	£23.—	£15.—	Return	£59.10	£41.10
TO MELBOURNE	£34.10	£24.10	£16.—	Return	£62.5	£44.5
TO YOKOHAMA	$80.00	$60.00	$40.00	Return	$170.00	$120.
TO KOBE	$95.00	$70.00	$50.00	Return	$170.00	$120.
TO YOKOHAMA & back from KOBE to HONGKONG	$140.00	$100.00				

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	£97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA	96. 0. 0.

From Australia to New York via Vancouver by the C. P. R. Co.'s steamers, or via San Francisco by the O. S. S. Co.'s Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

For	Steamers	About
YOKOHAMA & KOBE	*WILLEHAD* *	WEDNESDAY, 1st August.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	*PRINZ EITEL FRIEDRICH*	WEDNESDAY, 1st August.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	*SACHSEN*	WEDNESDAY, 15th August.

* Reaching Yokohama in less than 6 days.

TRANSPACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co.'s steamers, P. M. S. S. Co., O. & O. S. S. Co., T. K. K. and from NEW YORK to EUROPE by the Magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	£62. 0. 0.
TO BREMEN	63. 10. 0.
TO PARIS VIA CHERBOURG	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	65. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
AGENTS. [2

Hongkong, 18th July, 1906

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt. Liebers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905. [39

"MINIMAX"
HAND
FIRE EXTINGUISHER.

MINIMAX SYNDICATE, LIMITED,
LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN, ANTWERP, &c.

F. BLACKHEAD & CO.,
LOCAL AGENTS.

The most effective of all Hand Fire Extinguishing Apparatus.

NO PUMPS. NO HOSE. AUTOMATIC.

Extinguishes Oil, Varnish, Kerosine Oil, Tar, Benzine.
Guaranteed to remain in working order for any length of time.

SIMPLEST HANDLING.

Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet.

IMPORTANT POINTS FOR CONSIDERATION.

Is Self-acting. Destroys all smoke. Can be used by anyone, even lady or child. Minimum of Price, Weight and Size.

"MINIMAX"

Always ready for immediate use. Requires only one hand to hold. Weight only 18 lbs. when full. Maximum of simplicity and effect.

Hongkong, 10th May, 1905. [33

EYES RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
8, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, 21, John Street, Bedford Row, W.C. CALCUTTA, 59, Bentinck Street. SHANGHAI, 566, Nanking Road.

Hongkong, 27th November, 1905. [48

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK HING."

SAILS every SUNDAY, TUESDAY, and THURSDAY, AT 7 P.M., for the above Ports. THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5½ DAYS.

THE steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip $30

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.

For further information, apply to—

BUTTERFIELD & SWIRE,
AGENTS,
WEST RIVER BRITISH S.S. CO.,
HONGKONG.

Hongkong, 23rd December, 1905. [14

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAPAN	Second half July	JAVA PORTS	First half August
TJILATJAP	JAVA	Second half July	JAPAN PORTS	First half August
TJIMAHI	JAVA	Second half August	JAPAN PORTS	Second half August
TJILIWONG	JAPAN	Second half August	JAVA PORTS.	Second half August

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY
OF THE
JAVA-CHINA-JAPAN LIJN.

Telephone No. 375,
YORK BUILDINGS, 1st Floor.
Hongkong, 10th July, 1906. [15

Intimation.

WM. POWELL, LTD.,

GENERAL FURNISHERS, HONGKONG.

SOLE AGENTS for Hongkong, China, and Japan.

ADDISON'S PATENT PORTABLE

SANITARY COMMODE

Hermetically Sealed. Specially adapted for hot climates.

The ACME of **CLEANLINESS.**

Stocked in Four Qualities.

No. 1.- Fitted with Mahogany Polished Top, Nickel-Silver Fittings, and White Enamelled Pail.
Price $21.50.

No. 2.- Fitted with Mahogany Polished Top, Brass Fittings, and White Enamelled Pail.
Price $18.50.

No. 3.- Fitted with Stained Walnut and Brush Polished Hardwood Top, Brass Fittings and White Bath Enamelled Pail.
Price $14.75.

No. 5.—Fitted with Mahogany Stained and Brush Polished Hardwood Top, Brass Fittings and Electro-Galvanized Pail, very serviceable and acid resisting.
Price $14.50.

Wm. POWELL, Ld.,
Alexandra Buildings,
HONGKONG.

Hongkong, 13th July, 1906. [42

Intimations.

K. A. J. CHOTIRMALL & CO.,
8, D'AGUILAR STREET.

NEWLY OPENED SILK STORE.

Indian, Chinese and Japanese Silk Goods.

Just Arrived.

SOCKS (Linen) LADIES' AND GENTLEMEN'S.
GENTLEMEN'S SILK UMBRELLAS.
SILK KIMONOS, LADIES' BLOUSES AND SHAWLS.
SANDALWOOD BOXES (INLAID).
HANDKERCHIEF BOXES, GLOVE BOXES.
MONEY-BOXES, &c.
LINEN HANDKERCHIEFS, JAVA SERONGS.
MANDARIN COATS, COTTON SHIRTS.
SILK LACE SCARFS AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.

Hongkong, 28th May, 1906 [630

HONGKONG ICE COMPANY, LIMITED.

NOTICE.

IN accordance with the Provisions of No. 104 of the Articles of Association the General Managers have this day declared an INTERIM DIVIDEND for the half year ended 30th June, 1906, of FOUR DOLLARS per Share.

DIVIDEND WARRANTS may be obtained on application at the Office of the Company on and after THURSDAY, the 2nd August.

The TRANSFER BOOKS of the Company will be CLOSED from the 24th to 31st instant, both days inclusive.

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 19th July, 1906. [752

THE WEST POINT BUILDING COMPANY, LIMITED.

AN INTERIM DIVIDEND of Dollars Two per Share for the six months ending 30th June, 1906, will be payable on the 25th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 18th instant to the 25th instant (both days inclusive).

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to the Hongkong Land Investment and Agency Co., Ld.,
General Agents for the West Point Building Co., Ld.

Hongkong, 13th July, 1906. [730

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

AN INTERIM DIVIDEND of $3.50 per Share for the six months ending 30th June, 1906, will be payable on the 25th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 16th instant to the 25th instant (both days inclusive.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

Hongkong, 10th July, 1906 [718

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE is hereby given that MITSUI BUSSAN KAISHA, carrying on business at Victoria in the Colony of Hongkong and elsewhere as Merchants, have, on the 4th day of April, 1906, applied for the Registration in Hongkong in the Register of Trade Marks of the following Trade Marks:—

1.—The representation or illustration of a head with extended jaws and part of the neck and a claw of a Dragon among the clouds—above which is printed, stamped, impressed, branded, stencilled, written, drawn, cut, or embossed the word "Dragon"—on one side is written the name "Mitsui Bussan Kaisha."

2.—The representation or illustration of a Phœnix—its body, wings and tail forming the border of a tablet, inside of which is printed, stamped, painted, impressed, branded, stencilled, written, drawn, cut, or embossed the word Phœnix—on one side is written the name "Mitsui Bussan Kaisha";

in the name of MITSUI BUSSAN KAISHA, who claim to be the proprietors thereof.

The Trade Marks have been used by the applicants since the month of January, 1905, in respect of the following goods:—

MANUFACTURED AND UNMANUFACTURED TOBACCO, CIGARS AND CIGARETTES IN CLASS 45.

Facsimiles of the Trade Marks can be seen at the Office of the Colonial Secretary of Hongkong, and also at the Office of the Undersigned.

Dated the 20th day of April, 1906.

JOHNSON, STOKES & MASTER,
Solicitors for the applicants,
8, Des Vœux Road Central,
486] Hongkong.

S.S. "LAISANG" GENERAL AVERAGE.

ARRIVED Hongkong 8th December, 1905, from CALCUTTA, PENANG and SINGAPORE. On FIRE 29th November, 1905, between SINGAPORE and HONGKONG.

ALL CLAIMS to be included in the above General Average must be forwarded to Messrs. JARDINE, MATHESON & Co., Hongkong, General Managers, Indo-China S. N. Co., Ltd., before 31st July, 1906, otherwise they will not be recognised.

Hongkong, 16th July, 1906. [735

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions from the Official Administrator, to sell by PUBLIC AUCTION,
For Account of the Estate of the late J. MCLACHLAN,
on
MONDAY,
the 23rd July, 1906, at Noon, at their Sales Rooms, No. 8, Des Vœux Road, corner of Ice House Street,
SUNDRY GOLD JEWELLERY,
Comprising:—
GOLD WATCH and CHAINS, GOLD RINGS, STUDS, &c., &c., &c.
TERMS:—As usual.

HUGHES & HOUGH,
Government Auctioneers.

Hongkong, 20th July, 1906. [7c

PUBLIC AUCTION.

THE Undersigned will sell by Public Auction,
ON
TUESDAY,
the 24th July, at 12 o'clock Noon,
The Hulk "MEEANEE," late "SCREW," 3rd Rate, 3,842 tons.
(Lately used by War Department as a Hospital Ship).

CONDITIONS OF SALE.

The Hulk will be sold as she now lies in Hongkong Harbour with all Fittings, etc., and about 150 tons of IRON BALLAST on Board, with the exception of the following which will not be sold, viz.:—

CHAIN CABLES.

Cables will be removed by the NAVAL YARD when a date for the removal of the vessel has been arranged by purchaser with the NAVAL YARD.

The vessel will be open to Inspection for Seven Days before date of Sale, between 10 A.M. and Noon, and 2 P.M. and 4 P.M. (SATURDAY and SUNDAY excepted).

Inspecting Orders can be obtained from the Auctioneers.

The Sale will take place on Board. A Steam Launch to convey intending purchasers will leave Blake Pier at 11 A.M., 11.30 A.M. and 11.45 A.M. on day of sale.

TERMS:—Cash before delivery; 25 per cent. of the purchase money to be paid on the fall of the Hammer, balance and the clearance to be effected within Seven Days after date of sale.

HUGHES & HOUGH,
Auctioneers to the Government.

Hongkong, 11th July, 1906. [712

To Let.

HOTEL MANSIONS.

ROOMS TO LET on the 4th Floor, Unfurnished, as Offices or Chambers.

Apply to—
THE SECRETARY,
Hongkong Hotel Co., Ltd.

Hongkong, 9th July, 1906. [714

TO LET.

TWO GODOWNS at East Point, close to the Water, suitable for the storage of any Cargo.

Floor Area 6,100 square feet each.

Apply to—
JARDINE, MATHESON & Co.

Hongkong, 20th January, 1906. [147

TO LET

NO. 16, HOLLYWOOD ROAD, and 2, OLD BAILEY.

Apply to—
ARRATOON V. APCAR & Co.,
45, Wyndham Street.

Hongkong, 2nd July, 1906. [604

SHAMEEN, CANTON.

TO LET.

NO. 2, WEST END TERRACE.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 5th July, 1906. [703

TO LET.

"HAYTOR," THE PEAK.
Immediate Possession.
OFFICES in KING'S BUILDING and YORK BUILDING.
GODOWNS on PRAYA EAST.
A HOUSE in CLIFTON GARDENS, Conduit Road
A HOUSE in RIPON TERRACE.
FLATS in MORETON TERRACE.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st June, 1906. 77

TO LET.

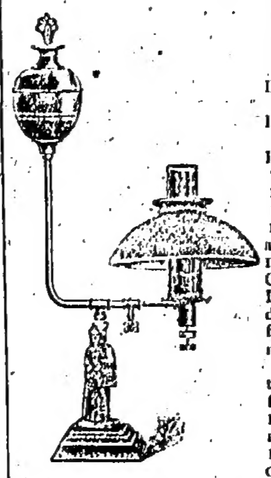
NO. 15, KNUTSFORD TERRACE, KOWLOON.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 30th December, 1905. [74

For Sale.

FOR SALE.



WELSBACH'S IN-DOOR & OUT-DOOR 4-LIGHT GAS ARC LAMPS,
DO. BOXED LIGHTS.
DO. HARP LAMPS.
DO. MANTLES, CHIMNEYS, GLOBES, SHADES, &c., &c., and INCANDESCENT GASOLINE LAMPS of all descriptions from best makers.
NAPHTHA of the best kind for GASOLINE LAMPS and GASOLINE ENGINES, kept in stock.

TAI KWONG CO.,
109, Des Vœux Road Central.

Hongkong, 3rd July, 1906. [159

UNREST.

I must go down to the sea to-night,
When the tavern lights are low,
By the little misty winding path
That leads to the quay below;
For the sea-ghosts call from out the deep,
As they called last to me,
And I must away and warp her out
For the great wide open sea.

O ship of mine, as we drift along,
When the dawn flames in the sky,
We'll catch the song of the chanty men,
As the shadow-ships go by;
And echoes of the old-time melodies
Will wake in my heart again
The roving days of the buccaneers
And the golden ships of Spain.

Not only once, but a hundred times,
As plain as a man could see,
Those galleons grand with shattered spars
Have come in the night to me;
And many a time I've sworn I'd go;
But to-night, by God! I will;
For something gnaws at the heart o' me,
And my brain will not keep still.

—*Pall Mall Gazette.*

DRYDOCK "DEWEY" ON THE TRIP.

INCIDENTS IN ONE OF THE MOST REMARKABLE VOYAGES EVER MADE BY A TOW.

Olongapo, July 11.

At about seven o'clock on the morning of the 10th the *Glacier*, the flagship of the fleet convoying the drydock *Dewey* to Olongapo, rounded Sampaloc Point and thus finished her long and perilous voyage from Solomon's Island to the far off Philippines, which voyage has no equal in the annals of navigation.

At eleven-fifteen a.m., December 29, 1905, the hawser was dropped from the dock and fastened to the *Caesar* and *Brutus*, which were to tow the drydock to its destination. At one-twenty p.m., the anchor was raised and the dock accompanied by the *Potomac*, *Caesar*, *Brutus* and *Glacier* left its moorings. The first part of the voyage was rough and stormy; thrice while crossing the Atlantic the dock became adrift; the first time on the twelfth of January by the parting of the six-inch steel hawser, and then again on the twenty-fifth of the same month by the parting of the two-inch chain bridle. On the nineteenth of February land was sighted for the first time since leaving the homeland. On February the twenty-third the dock dropped anchor at Las Palmas, Canary Islands. There coal, water, provisions, etc., were taken aboard and the necessary repairs effected. On the seventeenth of March the journey was continued, passing on the twenty-fifth of the same month the Straits of Gibraltar.

Contrary to all expectations the journey through the Mediterranean was marked by rough seas and stormy weather. On the twenty-eighth of April the dock again went adrift, the breaking of the four-inch shackle-pin causing the accident. Before reaching Port Said the fifteen-inch double Manila hawser broke and caused the dock to go adrift again. Port Said was sighted on April 18 at 6.30 p.m., and harbour made the following day. On the 22nd the voyage through the Suez Canal was begun. The canal administration had made special preparations for the passage of this huge craft through the canal and thanks to their efforts the passage was made with hardly any hitch. Once the dock ran aground but after a few hours was afloat again. May 1st saw the dock in Suez and on the third the voyage was continued through the Red Seas.

From then on the weather was calm and favourable, but excessively hot. No stop was made at Aden, but the flagship called at that port for mail, while the fleet continued to Singapore. On the 21st of June, almost in sight of Singapore, the three-inch shackle parted and the dock was adrift for the last time on its voyage.

The last part of the trip was begun on the twenty-eighth of June, when the fleet left Singapore. Everybody dreaded this stretch of the long road on account of the typhoons that abound in the China Sea at this time of the year, but again the fears proved to be unfounded for that part of the trip was made without incident worthy to be recorded. Olongapo was reached on the morning of the tenth of July, the dock having travelled 12,692 miles. When anchor was finally dropped she had been adrift six times.

Everybody on board was glad when the journey's end was reached and the huge responsibility taken from their shoulders.

A telephone system is installed to connect all parts of the dock. A wireless apparatus was put aboard the dock to enable it to keep in touch with the shore at all times, and should the dock get away from the colliers towing it to enable these to find her again.

Some remarkable achievements were made with Marconi's invention, the dock at one time being in communication with Cape Hatteras at a distance of over twelve hundred miles. The longest distance at which communication was had with a ship was six hundred and forty-eight miles, in mid-Atlantic. The dock was commanded by Captain Woods; while Commander Hosley, U. S. Navy, was in charge of the whole fleet.

The officers who will operate the big drydock at Olongapo are: Dock-Master J. H. Dechweler, Chief Engineer Otto Werner, first assistant engineer, G. B. Mousner, second assistant engineer, E. C. Mitchell, third assistant engineer, W. Rudloph and chief carpenter Jos. Neberdeen.

Speculation is rife which will be the first ship to be docked by the *Dewey* at this station.—*Manila Times.*

UPON the hope that women will be levelled up to men in mind, and men to women in morality, the future of the world depends.—*Daily Telegraph.*

Intimations.

THE BRIGHT SIDE

of life. It is a feeling common to the majority of us that we do not get quite the amount of happiness we are entitled to. Among the countless things which tend to make us more or less miserable ill health takes first place. Hannah More said that sin was generally to be attributed to biliousness. No doubt a crippled liver with the resulting impure blood, is the cause of more mental gloom than any other single thing. And who can reckon up the fearful aggregate of pain, loss and fear arising from the many ailments and diseases which are familiar to mankind; like a vast cloud it hangs over a multitude no one can number. You can see these people everywhere. For them life can scarcely be said to have any "bright side" at all. Hence the eagerness with which they search for relief and cure. Remedies like

WAMPOLE'S PREPARATION

have not attained their high position in the confidence of the people by bald assertions and boasting advertisements: They are obliged to win it by doing actually what is claimed for them. That this remedy deserves its reputation is conceded. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. Nothing has such a record of success in Scrofula, Anemia, Throat and Lung Troubles, and emaciating complaints and disorders, that tend to undermine the foundations of strength and vigour. Its use helps to show life's brighter side. Dr. H. L. Reddy, B. A., M. D., L. R. C. S., Edinburgh,—L. R. C. P., London,—Physician Woman's Hospital—Professor University of Bishops College, Canada, says: "I have much pleasure in stating that I have used it in cases of debility and have found it to be a very valuable remedy as well as pleasing to take." You can take it with the assurance of getting well. It never disappoints. Sold by all chemists.

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HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the above-named Company will be held at the Registered Office of the Company, Alexandra Buildings, Des Vœux Road Central, Victoria, Hongkong, on TUESDAY, the 31st day of July, 1906, at 12 o'clock Noon, when the following Resolutions which were passed at an Extraordinary Meeting of the Company held on Saturday, the 14th day of July, 1906, pursuant to the Order dated the 28th day of March, 1906, made by the Supreme Court of Hongkong in its Original Jurisdiction in Action No. 371 of 1905, will be submitted for confirmation as Special Resolutions:—

1. That the Special Resolution being the Fourth in Number passed and confirmed at Extraordinary General Meetings of this Company held on the 3rd and 20th days of June, 1905, respectively, together with all Agreements entered into thereunder and particularly the Agreement in writing bearing date the 18th day of October, 1905, made between this Company and its Liquidators (John D. Humphreys & Son) of the one part and the Peak Tramways Company, Limited, of the other part be and the same are hereby rescinded.

2. That the Draft Agreement submitted to this Meeting and expressed to be made between this Company and its Liquidators of the one part and the "Peak Tramways Company, Limited," of the other part be and the same is hereby approved and that the said Liquidators be and they are hereby authorised pursuant to Sections 201 and 202 of the Companies Ordinance 1865 to enter into an Agreement with the said "Peak Tramways Company, Limited," in the terms of the said Draft and to carry the same into effect with such (if any) modification as they may think expedient.

Dated 16th July, 1906.

JOHN D. HUMPHREYS & SON,
General Managers. [718

THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTIETH ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 14th August, at Noon, for the purpose of receiving a Report of the Directors together with a Statement of Accounts, declaring a Dividend, confirming the appointment of a Director and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 14th August, both days inclusive.

By Order of the Board of Directors,
W. E. CLARKE,
Acting Secretary.

Hongkong, 19th July, 1906 749

WANTED.

BY a Young Lady a situation as TYPIST. Open for immediate engagement.

Apply to—
"X. Y. Z.,"
C/o This Paper.

Hongkong, 11th July, 1906. [720

NOTICE.

WE hereby beg to notify our Customers that WE CANNOT ACCEPT MORE THAN TWO DOLLARS in Subsidiary Coins in payment of your accounts AND OUR SHROFFS HAVE BEEN INSTRUCTED TO ADHERE STRICTLY TO THIS RULE.

A. S. WATSON & CO., LD.

Hongkong, 3rd July, 1906. [697

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. PARLANE,
Manager.

Hongkong, 22nd June, 1905. [71

Intimations.

THE POPULAR SCOTCH IS "BLACK & WHITE"

JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS.
By Appointment to
H. M. THE KING
and
HRH the PRINCE of WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from the principal Stores. [52

TUBORG BEER.

A FIRST Class PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE $10.50 per case of 48 bottles (quarts) or 16 doz. pints.

Special Prices for Quantities.

Sole Agents:—
SIEMSSEN & CO.

Hongkong, 10th January, 1903. [62

THE WINE GROWERS SUPPLY CO.

BARRETTO & Co.,

General Agents, Hongkong.

FRENCH CLARETS.

BOTTLED BY
JULES MERMAN & CIE.,
BORDEAUX.

Cotes	$9.50	Per Dozen Quarts.
Medoc	9.50	" "
St. Estephe	9.50	" "
Pauillac	13.50	" "
Margaux	14.00	" "
Chateau Ludovice	17.00	" "
Chateau Gallo	18.00	" "
Chateau Pontet Canet	20.00	" "
Chateau Mutton d'Armaillacq	24.00	" "
Chateau Marbuzet Merman	27.00	" "
Chateau Rauzan	30.00	" "

SPANISH CLARETS.

BOTTLED BY
THE COMPANIA VINICOLA DEL NORTE DE ESPANA-BILBAO.

Rioja	$12.00	Per Dozen Quarts.
Cepa Ruby	6.00	" "

BARRETTO & Co.,
Agents,
Nos. 22 & 24, Bank Buildings,
Queen's Road Central.

Hongkong, 18th July, 1906. [50

The Hongkong Telegraph

HONGKONG, SATURDAY, JULY 21, 1906.

HONGKONG'S POPULATION AND ASSESSMENTS.

An attempt was made at a meeting of the Sanitary Board some weeks ago to show that owing to the repressive measures adopted by the Government to check the ravages of plague, and the consequent discomforts and inconveniences suffered by the Chinese, there had been a remarkable exodus of native residents from the Colony. It was alleged that the Chinese had been subjected to the most annoying and irritating conditions, and those who were in a position to do so preferred to abandon their business in Hongkong rather than submit to the inquisition of the Sanitary Department. One member asserted that over 50,000 residents had left the Colony, but that figure was subsequently reduced to 30,000, although, of course, the numbers in both cases were simply guesswork, and based on no more solid foundation than the inward beliefs of the elected members. Until the census is taken in November it will be impossible to state with any degree of certainty how far the precautionary measures adopted against the spread of disease has affected the resident population of Hongkong, but in the meantime some clue is furnished in the report on the assessments for the year. In that report, which appears in the Government *Gazette*, it is stated that the number of vacant tenements in the City of Victoria averages about 220 a month, as compared with 165 last year. It can hardly be argued from those figures that there has been an abnormal exodus of natives from the Colony during the present year, especially when it is considered that the rateable value of new and rebuilt tenements exceeds $400,000 for the year. The fact that there is a slight increase in the number of vacant tenements only goes to prove that there has been a wider diffusion of the population, and that a serious endeavour has been made to deal with the congested quarters of the city. It is also probable that the domiciliary visits made by the officers of the Sanitary Department to prevent over-crowding have had the effect of spreading the population over a wider area, while the erection of new buildings would naturally attract those inclined to live under healthier conditions, away from the hovels and barn-like tenements in which they were formerly obliged to dwell. But granting for the moment that there was a phenomenal exodus of Chinese residents as the result of the enforcement of plague restrictions, it must of necessity be admitted that there has been a corresponding influx of natives, otherwise the official figures as to vacant tenements in the city are unexplainable. It can scarcely be seriously alleged, however, that 30,000 people left the Colony and their place was taken by 30,000 newcomers. It must be remembered that we are speaking of residents, not transient visitors. It seems improbable, therefore, that there was such a decrease in the number of what may be called citizens, or, at least, ratepayers, and the members of the Sanitary Board who made the assertion that the Chinese had emigrated in their thousands simply to signify their displeasure with the methods of the Department must have been misled by erroneous statements, for the evidence is wholly against them. Turning to the assessments of the Colony, we find that the rateable value has increased from $10,472,278 to $10,930,273, an addition of $457,995 or 4.37 per cent., which is quite satisfactory. The rateable value of Victoria has increased from $8,831,815 to $9,207,595, an addition of $375,780 or 4.25 per cent. A considerable portion of that increase may be attributed to fresh assessments on houses which have been rebuilt or reconstructed. It must be remembered that the population of Hongkong is essentially migratory in character. At no time can it be said explicitly that there are so many people who are citizens in the Colony, because owing to our proximity to cities like Canton, Amoy and Swatow, and the neighbouring Colony of Macao, and particularly on account of our trade with these ports, there is always a large floating population who are in the city but not of it. It is noteworthy that there has been an increase in the rateable value of every section of Victoria with two exceptions—Wanchai and Bowrington, which have declined $875 and $600 respectively. It would be interesting to learn the causes which have contributed to these decreases, for it was generally thought that both the districts of Wanchai and Bowrington had been flourishing from the property-owner's point of view during the year, but no explanation is offered, and we can only assume that the decline is an ephemeral one, and in no way to be accepted as an indication that these localities are losing favour in the eyes of residents. The valuation of the Hill district has increased by $3,895, the present rateable value being stated as $252,160. The largest increase in the assessor's figures occurs in the Chungwan or central district of Victoria, where the valuation has risen from $3,400,250 to $3,595,145, an addition of $194,895. Kowloon Point and Kowloon villages are worth $1,214,649 which means that the valuation has increased by $73,775 or 6.46 per cent. Altogether the annual rates of the Colony including Kowloon City and Shamshuipo have increased from $1,331,895 to $1,395,934 an addition of $64,038.

LOCAL AND GENERAL.

MR. Lam Tsz-ying has been appointed a public vaccinator within the Colony.

OWING to the pressure on our space to-day, several articles of local interest are unavoidably held over.

His Excellency the Governor-in-Council has been pleased to establish the New Western Market as a new market.

THE departure of the s.s. *Heungshan* from Douglas wharf to-morrow (Sunday) takes place at nine o'clock in the morning. She leaves Macao on the return trip at 3 p.m.

IT is notified in the *Gazette* that the Peak Garden, at the junction of the Chamberlain and Mount Kellett Roads, was open to the public on and after Thursday, the 19th instant.

THE *Gazette* notifies that memorials of re-entry by the Government of several lots of land on Lantao Island and in New Kowloon, New Territories, have been registered according to law.

WE are requested to remind our readers of the Promenade Concert to take place this evening, at 9.15, on the Volunteer Parade Ground, and for which a very excellent programme has been arranged.

ACCORDING to the latest calculation of the municipal census figures it appears that the population of Bombay is 978,000—the Parsees numbering 48,700, of which 25,500 are males and 23,200 females.

* * * COPIES of the weekly edition of the *Hongkong Telegraph* for the outgoing French mail will be ready early on Monday morning. It will contain a complete and authentic account of the *Sainam* tragedy.

INSPECTOR Gourlay, at the Police Court this morning, proceeded against Lo Kwai, a youth, for dealing in "Lok Wai" lottery tickets, yesterday. The charge was admitted, and Mr. F. A. Hazeland imposed a fine of $25, with the alternative of one month's gaol.

THE net profit of the Kawasaki Dockyard Company for the half-year just ended has been declared at Y395,867. Of this sum, Y100,000 has been placed to the reserve, Y46,000 allotted for dividend at the rate of 12½ per cent. per annum; Y7,500 for bonuses to officials and employés, and the balance carried forward.

IT has hitherto been a source of grievance of the Parsees that although many of them have filled with distinction many high places under the British Government, it has never fallen to the lot of one of their members to occupy a seat on the High Court Bench. This grievance has now been removed by the appointment of a Parsee Judge on the bench of the Allahabad High Court.

TWO coolies, who were only banished on the 17th instant, were found loitering about the street yesterday and promptly taken in charge. They were placed separately before Mr. H. H. J. Gompertz, at the Magistracy this morning, and each was sentenced to one year's hard labour and six hours' stocks. Either Hongkong or Victoria Gaol—most probably the latter—has some attraction for deportees.

GOVERNMENT is inviting tenders for the letting of the old Harbour Office, from the 1st August, 1906, and to the 31st December, 1907. One of the conditions of the tender is that the tenant must insure and keep insured the premises in the sum of $30,000 in the name of the Colonial Treasurer in an office to be approved by the Governor; the policy and current receipt for premiums to be deposited in the Treasury.

FROM March 16th to the 30th ult. no fewer than 2,573 cases of plague occurred in Formosa, of which 2,604 terminated fatally. The total number of cases from January 1st to June 30th is 2,787, of which 2,169 were fatal. The majority of cases are from the Kagi district. It is strange that very little is reported in the Japanese papers regarding the plague in Formosa, the mortality from which, as appears above, is very great.

A SHANTUNG coolie, who recently returned to this Colony from South Africa, by the steamer *Indravelli*, and who deserted that vessel as soon as she dropped anchor, was arrested last night by P.C. Watt at Shek-tong-tsui. He was removed to the station and from inquiries into his financial standing a charge of vagrancy was preferred against him. The coolie admitted the charge at the Police Court this morning, and Mr. Gompertz sentenced him to fifteen days' hard labour.

THE discovery of three floating mines on the Pacific between Tsushima Straits and Kinkasan is creating considerable alarm among ship-owners. A mutual agreement has been made to discontinue steam navigation at night on the Pacific coast to the north of Soma, Iwaki Province. The three mines so far discovered have been identified as Russian mines, and it is feared that navigation in the Pacific may become as dangerous as in the Japan Sea, as mines may be floating down to the south.

A CINGALESE trading under the name of David Stanna, and said to be a groom employed by one of the horse repositories, came before Mr. H. H. J. Gompertz, at the Magistracy this morning, charged with being drunk and disorderly in Queen's Road Central and Murray Road yesterday. Defendant, who was attired in the costume of his country, was said to be chasing Chinese about the street when arrested. Defendant said he was a "little bit" drunk. Inspector Warnock said his condition was such that he had to be taken to the station in a chair. A fine of $5 was imposed.

TO us the *Foochow Daily Echo*: Our esteemed contemporary, the *Hongkong Telegraph*, in its leading article of the 3rd inst., which we reproduce in another column, deals with the extensive correspondence lately published in the columns of the *N. C. D. N.* with reference to the maltreatment of native laborers in the Namti Valley by the French Company. Indeed, our esteemed contemporary fully deserves the plaudits of its readers. We fully endorse the opinion expressed by the *Hongkong Telegraph* in its leading article and would point out the great impropriety of writing to a newspaper of grave scandal when there is actually no scandal to write about.

THE HO MIU LING HOSPITAL.

OPENED BY THE GOVERNOR.

As previously announced the Ho Miu Ling Hospital was opened last evening by His Excellency the Governor, Sir Matthew Nathan, K.C.M.G., in the presence of a large and select gathering of friends and sympathisers, amongst whom were Mrs. Villiers Hatton, Mrs. Francis Clark, Mrs. Hoare, Mrs. Pearce, Mrs. Jordan, the Bishop of Victoria, Archdeacon Banister, the Revs. J. H. France, H. R. Wells, T. W. Pearce, F. Stevens, C. Bone, Mueller, E. Barnett, and C. H. Hocking, Dr. Forsyth, Dr. Jordan, Dr. Wan, Hon Dr. Ho Kai, C.M.G., Hon. Mr. W. Chatham, Hon. Mr. A. W. Brewin, Hon. Dr. Francis Clark, and many others. A full description of the building appeared in our columns last evening, and in honour of the interesting occasion the interior had been very elegantly decorated with palms, bunting and flowers. His Excellency the Governor, accompanied by Captain Smith, A.D.C., arrived at the hospital shortly after 5.30 p.m., the hour set for the ceremony, and was received by the Rev. T. W. Pearce and the directors of the Tung Wa Hospital. His Excellency having been greeted by those present,

Rev. Mr. Pearce said:—Your Excellency, my Lord Bishop, ladies and gentlemen,—We are met this afternoon to open the Ho Miu Ling Hospital, an institution to be from this day devoted to the healing work in Hongkong of the London Missionary Society. Speaking as I now do on behalf of that Society's Medical Mission which is worked in and from its affiliated hospitals, it is at once my duty and privilege to express on behalf of the management a due sense of the distinguished honour conferred on this assembly by your Excellency's presence and gracious consent to open this new hospital building. The many friends, Chinese and non-Chinese, of this public charity keenly appreciate the personal interest and generous aid which your Excellency has seen fit to accord to its endeavours to alleviate suffering and to lessen the sum of human misery around us, and the practical sympathy shown in a gracious consent to open this hospital will greatly cheer and encourage the medical superintendent and staff, and the friends of this benevolent work. The present is an occasion happily not the first in the history of these hospitals when the munificent generosity of a supporter has made possible the opening of a new building as an addition to the permanent working plant. In calling attention to the name of this institution the Ho Miu Ling hospital, I would join the designation with the name of Madame Wu Ting Fang, wife of His Excellency the Chinese Minister to the United States of America, and sister of our distinguished fellow-citizen, the Honourable Dr. Ho Kai. The hospital that we are about to open is the gift of Madame Wu to this mission working in the Colony where the earlier years of her life were spent. Madame Wu seeks to benefit the poor of Hongkong who stand in need of medical treatment which it is the purpose of this institution to provide. A further object of this hospital is to extend the teaching of Western medicine, the generous donor thus becoming a helper of many in Hongkong and in China who may never see the inside or even the outside of this building. Of the practical value of the Ho Miu Ling hospital you will soon be able to form an opinion, and I shall be surprised if that opinion does not accord with my own, that the structure is admirably adapted to the purpose which it is intended to serve, reflecting not a little credit on the architect and contractor. An aspect of this benefaction which we do well to consider is that a Chinese lady is here showing the way in a new order of things. The time is coming when the women of China will take their share in all kindly ministries of healing that tend to sweeten and brighten human life and to make it worth living. In identifying herself thus early with the forces that are to make new heaven and earth in China, Madame Wu is pointing us forward and giving us visions of the day when woman's work for woman in the ministry of healing will form a great factor in the social life of a great people. The donor of this hospital is helping to impart new meanings to the old time word benevolence—a great key word in Chinese ethics. The word is designed to undergo processes of appreciation, and to represent living great realities, rooted and grounded in the hearts and minds of the women of China who have caught the spirit and who follow in the steps of Madame Wu. The true guage and measure of value, as applied to this hospital is to regard the munificent gift as a sign of the new times that are fraught with good to China and to the world. There are further acknowledgments which the hospital authorities are led to make gladly and gratefully. This hospital building stands on one of the best sites that could be chosen, entirely suitable as regards proximity to the busy city lying immediately below, yet sufficiently removed to ensure quiet and favourable sanitary conditions. This site is also a gift of the Government, through His Majesty's Secretary of State for the Colonies, at the recommendation of Sir Henry Blake, a former Governor of Hongkong. It is a source of satisfaction to be able to point out that as with so many buildings on these higher levels, especially in the Peak district, the new structure being a thing of beauty enhances the attraction to the road. It seems to be the very object needed to lend the charm of distinction to the thoroughfare on which it stands. The beauty of a hospital, however, consists in what it stands for—philanthropy, unselfish regard for others the going out ourselves in order to heal disease, and to bring the joy and light of health to those who are in pain and wretchedness. As the hospital succeeds in doing this it will make worthy use of Madame Wu's generosity, and of the liberality of the Government. We have further to thank the Tung Wa directors for the striking proof of their good-will, shown in the really magnificent tablets which adorn the entrance to the building, the inscriptions on which are as felicitous as they are instructive. The tablet on the right makes graceful allusion to the donor of this hospital in a reference to the elixir of immortality, whilst the tablet on the left reminds us of certain marvels of healing in ancient days and suggests that the like marvels have been made possible in this building through the generosity of Madame Wu. The Tung Wa directors have also helped us to equip and furnish the hospital by providing hanging lamps. We thank them for their practical sympathy. There is one word more to be said. We are met this afternoon, moved by a common desire to render effective our healing endeavour in these hospitals, and gratitude for the improved means placed at our disposal to this end. There is probably no one present who does not know that bodily healing under the auspices of the London Missionary Society, and as part of its work, is in fixed and certain relations to that Divine healing which the Society exists in order to make known. Its aim in its hospitals, as in all its activities for doing good to men, is to glorify Almighty God, who will we believe use this effort as a means to the higher help, and salvation and health of human souls. Through the Divine Healer and Teacher who took our nature upon Him and went about doing good and healing all that were diseased.

HIS EXCELLENCY'S ADDRESS.

The Bishop then offered prayers for blessings upon the new building and the work to be done therein after which His Excellency the Governor said,—My Lord Bishop, ladies and gentlemen, those among you who know the Alice Memorial Hospital well know the necessity that has grown up to improve the accommodation for the sick looked after by the London Missionary Society. Through no fault of the managers of the Alice Memorial Hospital that institution has ceased to be fit for medical and surgical cases. Buildings have grown up around it, and the lower floors particularly have no longer the light and air necessary for a hospital. I have dwelt upon the fact of this new hospital being necessary in order to give improved accomodation, because those of you who have studied the statistical abstract presented in the annual report of these hospitals will say that additional hospital accommodation was scarcely necessary. I would remind you that the Alice Memorial Hospital was originally established in the year 1887 and I believe then, as now, had 33 beds. In 1893 the Nethersole Hospital was opened and provided 35 beds, and in 1904 the Alice Memorial was provided with some additional beds for special cases. Well, in those 19 years since the first opening of the Alice Memorial Hospital the average number of in-patients has been 729, whereas the actual number of in-patients for the year 1905 was 763, so that the additional accommodation provided has been greater than the increase in the number of in-patients. I am inclined to gather from that fact, and from the fact that during the 19 years I have referred to, the population of the Colony increased from 186,000 to 378,000—that is, more than double; that the general health of the Colony had improved in that time; and I find corroboration of this fact upon looking at the corresponding figures of the Government Civil Hospital. In the last ten years the average number of patients in the Government Civil Hospital—in-patients—has been 2,752. In that period the population has increased from 240,000 to 378,000—that is, has become half as much again as it was; and in the year 1905 the number of in-patients was 2,704, or considerably below the average of the last ten years. Further corroboration of this idea, that the health of the Colony has greatly improved in late years, is derived from the fact that the year in which this hospital was opened—the year 1887—the death-rate per 1,000 was 28.59; last year it was 17.28. But it is not right, possibly, to take individual years, so that I will give you the average figures for the four successive periods of five years, referring to the same time. From 1886 to 1890, the years before the plague was introduced, the death-rate was 27.78; from 1891 to 1895, which included the first and worst plague year, the death-rate was 23.89; in the years from 1896 to 1900 it was 22.8; and in the years from 1901 to 1905 it was 20.78—a gradual and steady improvement. Possibly the ladies and gentlemen here may think that this is not very relevant to the purpose for which I came, but I have been looking forward to an opportunity to make these remarks in public, because I thought it was advisable that they should be made. Hongkong still retains in England its old reputation of being a very unhealthy place, and that reputation is bad for the Colony. It is, to a certain extent, due to the highly laudable desire of the Press to lose no opportunity of impressing the Government with the necessity of measures intended to still more better the health conditions of the place; but it also, to a certain extent, has the effect—the constant crying down of the health of the Colony—has also, to a certain extent, the effect of deterring people from visiting us, which is a bad effect. Referring to my business here to-day, it seems to me most suitable that the donor of the present hospital should be sister of Dr. Ho Kai, who, in memory of his wife, established the original Alice Memorial Hospital, which has done so much good; and I fully appreciate the remarks, as we all do, made by Dr. Pearce with regard to the gratitude due to Madame Wu Ting-Fang for her generous gift. As regards the gratitude of the community to the architect, I shall be in a better position to judge when I have seen the interior of the building. Dr. Pearce dealt fully with the question of the exterior, and the only thing I wish to add to what he said is that I should rather that the excellent stone or sound bricks of which it is constructed were not covered up with plaster (laughter). With regard to the medical work done by the Alice Memorial and Nethersole Hospitals, I am scarcely competent to speak, but I know that the staff, Drs. Mitchell and Gibson and Sebree, enjoy the confidence, which I know they deservedly enjoy, of the community. There is one point not dwelt upon by Dr. Pearce which entitles the London Missionary Society to special credit from the community, and that is the steady support it has given to the Hongkong College of Medicine, which is turning out some useful doctors who are working in this colony and elsewhere. No doubt had the director of the College Mr. May been here, he would have dwelt on this point more fully, as I know his great admiration for the work done by the London Missionary Society. Finally, as regards the religious work, it would not be fit for me to speak, for reasons which you understand, but I think I shall be echoing the sentiments of every one here when I say that this institution is established, supported and maintained with lofty and high aims to benefit mankind, which are to the glory of God (applause).

Dr. Mitchell presented His Excellency with a silver key, suitably inscribed, and turning it in the lock, his Excellency concluded:—I now, on this 20th day of July, 1906, declare the Ho Miu Ling Hospital open (applause).

We are requested to state that Mr. Weisman of the Café Weisman provided refreshments for the assembled guests without charge to the hospital, as a mark of appreciation of their good work. The management is greatly indebted to this gentleman for his kindness.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

THE "SAINAM" PIRACY.

BRITISH GOVERNMENT TAKES ACTION.

DEMAND SUPPRESSION OF CANTON PIRATES.

[*From Our Own Correspondent.*]

Shanghai, 21st July, 2.30 p.m.

The British Charge d'Affaires at Peking, acting on instructions from the Home Government, has presented a protest to the Waiwupu regarding the repeated piracies that occur in South China.

The British Government demands that effective steps be taken for the suppression of the pirates on the Canton delta.

JAPANESE RAILWAYS.

ACQUIRED BY THE STATE.

SIX LINES VALUED AT 250 MILLION YEN.

[*From Our Own Correspondent.*]

Shanghai, 21st July, 2.30 p.m.

It has been decided by the Japanese Government to take over six Japanese railways, whose value is estimated at 250 million yen.

The railways will be acquired by the State within a year.

IMPUDENT LAUNCH MASTER.

CAUTIONED BY THE COURT.

An inquiry was held yesterday afternoon, before Hon. Captain L. A. W. Barnes-Lawrence, Marine Magistrate, into a charge of negligence preferred by Mr. A. H. Ough, architect, against the master of the steam launch *Chuen Hing*, Weng Yung Kang, on the 8th inst.

Mr. Ough stated that the master of the launch behaved in an impertinent manner in allowing two of his friends to sit alongside of him by wheel when he was steering. The men were noisy and were smoking, and it was only on complainant's second representation that they moved away. When on the way to Junk Bay, for which trip the launch was engaged, the master objected to proceeding further. He said that the engineer informed him the boiler was leaking.

To the owner: The boiler was surveyed a few days previously and was all right.

Witness, continuing, said the master tried to get him to get into a ferry boat at Shaukiwan, but he naturally refused to do so. The course was then continued to Junk Bay, where they remained ten minutes and then returned to Hongkong at full speed, showing that the boiler was not leaking, and it was only an excuse. The launch was in a dirty condition and not fit for passengers.

The engineer said one of the pipes inside the boiler was leaking so that he was unable to steam properly. He was able to proceed slowly. On arrival at Junk Bay he repaired the damage.

The master said he had no excuse for the launch being in a dirty condition, except that at the time she had no passenger certificate, which was issued on the following day.

His Worship said the offence of running the launch without a certificate had been already dealt with in the Marine Magistrates' Court. The master was cautioned to observe civility to passengers employing his launch, and to keep her clean.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 21st at 12.5 p. The barometer has risen over E. Japan and the S. Philippines, and is little changed elsewhere.

The depression is still lying across the N. part of the China Sea and the Pacific to the SE. of Formosa.

There is some evidence that it may become circular to the SW. of Formosa.

Disturbed weather with strong N. and NE. winds are indicated in the Formosa Channel and along the Northern shores of the China Sea.

Forecast:—N. winds; squally, showery.

Owing to the interruption of the cable, the Gap Rock observations are not available.

SHIPPING AND MAILS.

MAILS DUE.

Indian (*Arratoon Apcar*) 22nd inst.
French (*Ernest Simons*) 23rd inst.
Canadian (*Tartar*) 23rd inst.
Indian (*Kutsang*) 24th inst.
Canadian (*Empress of China*) 24th inst.
English (*Moldavia*) 25th inst., 6 a.m.
American (*America Maru*) 27th inst.
Ger. (*Prinz Eitel Friedrich*) 30th inst., p.m.

The C. P. R. Co.'s s.s. *Empress of Japan* left Yokohama for Vancouver, B.C. p.m., on 20th inst.

The N. Y. K. European Line s.s. *Iyo Maru* left Shanghai for this port on 20th inst., at 11 a.m., and is expected here on 23rd inst.

The P. & O. S. N. Co.'s s.s. *Moldavia* left Singapore for this port on 20th inst., at 5 p.m., with the outward English Mails, and is due here on 25th inst. at 6 a.m.

The C. P. R. Co.'s s.s. *Tartar* arrived at Shanghai at 11 a.m., on 20th inst., and left again at 10 p.m., same day, for Hongkong, where she is due to arrive at 7 p.m., on 23rd inst.

The C. P. R. Co.'s s.s. *Empress of China* arrived at Shanghai at 11 p.m., on 20th inst., and leaves again at 11 p.m., on Saturday, for Hongkong, where she is due to arrive at 9 a.m., on 24th inst.

The Imperial German Mail s.s. *Prinz Eitel Friedrich* carrying the German Mails with dates from Berlin of the 3rd inst., left Colombo on 20th inst., p.m., and may be expected here on 30th inst., p.m.

WEST RIVER PIRACY.

CHINA ASSOCIATION.

VICEROY VIGOROUSLY DENOUNCED.

SWEEPING RESOLUTION ADOPTED.

As the result of the strong feeling which has been aroused in the Colony over the dastardly piracy committed on the steamer *Sainam* while proceeding along the West River last week, and the unhappy death of Dr. R. L. J. Macdonald, the Hongkong Branch of the China Association decided to consider what steps should be taken to punish the marauders and exterminate the pirate gangs of the Canton delta. Accordingly, an extraordinary general meeting of the members was held this afternoon to discuss the matter. As a rule the meetings of the Association are held in private, but recognising the importance of the subject, and the general interest manifested by the public in all that is concerned with the matter, the proceedings on this occasion were thrown open to the Press, a concession which will no doubt be appreciated as much by the community as it was by the Press. There was a record attendance of members, there being over sixty present, and Mr. M. Stewart, Chairman of the local Branch of the Association, presided. Among other present were:—Hon. Mr. W. J. Gresson, Hon. Mr. E. Osborne, Messrs D. R. Law, A. G. Wood, H. N. Mody, W. G. Humphreys, T. F. Hough, H. P. White, T. P. Cochrane, E. J. Grist, Geo. Simms, Geo. Tomlin, C. D. Wilkinson, G. M. Harston, Capt. W. F. Clarke, M. W. Slade, W. Skinner, H. W. Lopker, H. H. L. Gomperz, J. Hastings, H. E. R. Hunter, E. I. Burritt, H. Pinckney, W. Parlane, Geo. H. Medhurst, F. Smythe, G. C. Moxon, H. W. Slade, W. J. Saunders, and J. W. Kew.

THE CHAIRMAN'S SPEECH.

Mr. M. Stewart said:—Gentlemen,—In calling this meeting together your committee have no other motive than an earnest desire to strengthen the hands of those whose official duty it is to assist in obtaining satisfaction for a gross violation of the British flag; to bring to justice the perpetrators of a diabolical outrage; and to insist that in future the Chinese authorities responsible for the safety of traders on the West River shall be made to fulfil their repeated promises of providing adequate protection. I am a believer in the friendly watch-dog theory of the Association. I conceive it to be no part of our business unnecessarily to worry British officials who are doing their utmost to further the interests committed to their care. As a rule, in my view, it is only incumbent on us to offer an opinion when, looking at matters from a commercial standpoint, we are impressed by aspects possibly in danger of being obscured by considerations of a different order. On the subject which we are here to discuss it may seem to some of you inconceivable that there can possibly exist any difference between official and mercantile views. It may seem to you a matter of certainty that every British official concerned—high or low, at home or abroad, from the Secretary of State in London to the Vice-Consul in Canton—must see eye to eye with those who are endeavouring, mainly out of patriotic sentiment, to develop the difficult, dangerous and so far unprofitable carrying trade between Canton and Wuchow, or between Wuchow and Hongkong. Your Committee have every hope that this will prove to be the case. They hope that our authorities clearly perceive where the real responsibility rests and they confidently anticipate the presentation of a united front and a firm attitude in fighting down the inevitable opposition of the Chinese authorities to our just demands. Nevertheless, they consider it their duty to invite discussion on a resolution which I shall presently propose with a view to making local mercantile opinion perfectly clear. If we succeed in doing this we shall have done what is required of us by the objects of the Association. The first object of the Association is to represent and express the opinion of the British mercantile community. The circumstances leading up to the *Sainam's* piracy demands such an expression of opinion. To understand and appreciate all the circumstances it is necessary to think back over a decade. No one who was only born yesterday in China can possibly understand or appreciate these circumstances unless he is gifted with a quick imagination. Without that gift newcomers will naturally be apt to regard the *Sainam* incident as an isolated event. Those of us who were here when the West River was opened realise that it is nothing of the sort. We know that it is merely the natural outcome of events which have taken place since then—that it is simply the culminating point in a long series of incidents following one upon another in logical sequence. It would be tedious if I were to dwell in detail on all these incidents. Moreover, time does not permit it. Time only permits me to indicate briefly certain broad and significant aspects of the question. Broadly treated and briefly stated the circumstances may be summarised thus. The West River was declared open to trade in June, 1897, by Imperial Edict. At first many difficulties were encountered—ill-conceived regulations, shifting channels, no buoys, no lights and other similar inconveniences incidental to pioneering; but that any danger existed of piratical attacks on steamers flying the British flag was not reckoned with seriously. No one who went to Wuchow in those days ever thought of it, any more than if the voyage had been to Macao. I was an early passenger. I remember the trip as if it were yesterday. The idea of danger never entered my head. But in a little time things began to change for the worse. Chinese launches then entering upon the trade offered good plunder to the adventurous robbers and cases of piracy became frequent. Anyone who cares to study the records of the Chamber of Commerce and the China Association, or to consult the files of the local Press, will find that the question of protection on the West River trade has been constantly cropping up since then. We, whose lot has been cast in Hongkong during the period, know it as men know the things that have become woven into their daily life. We need no records to remind us that during the period of Li Hung Chang's viceroyalty these attacks became of much less frequent occurrence, and that towards the end of it they had practically ceased. Li Hung Chang, in fact, put down piracy. I wish particularly to direct your attention to that fact. It is important, inasmuch as it serves to make clear that in the hands of a strong administration the thing can be done. (Applause.) Again, no records are needed to enable most of us to recall the circumstance that after Li Hung Chang's departure these outrages were renewed. This was predicted by the then chairman of the Hongkong China Association in his report dated, May, 1899. There you will find these words: "A few months of feeble government on the part of Li Hung Chang's successor will again fill the river and its backwaters with pirates and robbers as numerous and audacious as ever." Li Hung Chang's successor proved to be feeble, with the result indicated. The piracy which occurred under his regime were, however, still confined to attacks on native craft. A noteworthy circumstance is that the then acting Viceroy appeared to believe that the British flag had still sufficient prestige in the eyes of the pirates to secure its protection to passengers travelling under it. In support of this statement I may remind you that he went so far as to suggest to the British Consul in Canton that it would be desirable for the steamer companies' vessels to call at the smaller ports then open in order that Chinese passengers might travel in safety. The result of this suggestion was a letter from the steamboat companies to the Chamber of Commerce on September 19, 1902, requesting them to press for the opening of these ports. The outcome was that the Chinese authorities declared the ports open in January, 1903. The idea worked. Passengers of all nationalities travelled in safety under the British flag, Chinese benefiting equally with foreigners in immunity from outrages then constantly being perpetrated on passengers travelling in Chinese launches or other native craft. These outrages increased in number as had been predicted and things were in a bad way in the delta when the present Viceroy was appointed. When he passed through Hongkong on his way to assume office he had an interview with Sir Henry Blake in which he undertook to make the suppression of piracy one of his first duties. For a time people believed that he intended to fulfil his promise. He started his official career in Canton as a professed enemy to evil-doers of all sorts. Those interested in the development of the West River trade looked hopefully forward to the institution of a campaign having for its object the destruction of villages which are practically robbers' strongholds, whose location in the reaches of the river and in the upper delta is well-known. For a time the Viceroy maintained some reputation as a reformer. His name apparently inspired certain salutary awe. Outrages decreased in number, while those that took place were confined, as during his predecessor's regime, to acts upon native craft. Unfortunately this satisfied him. Herein lay his weakness. As long as the pirates confined themselves to small offences he confined himself to tinkering with the evil instead of honestly trying to root it out. Wrong-doers are quick to take advantage of slackness in those placed in authority over them. Little by little the pirates gained confidence and their depredations assumed more ambitious shape. Appetite grows by what it feeds on. The appetite of the more adventurous spirits grew, until eventually small native craft were no longer large enough to satisfy it. The first symptom was an attack made near Wuchow on a launch flying the British flag, in the latter part of last year, which made it evident that a new state of things had arisen. This incident was allowed to pass without any striking measures of retribution being taken to impress the perpetrators with the enormity of the crime. Indeed, by this time the Viceroy's attitude to all representations of foreign rights had grown casual to a degree. Quite obviously he had come under the new wave of Chauvinism which now unfortunately animates mandarindom from one end of the empire to the other. Not only was nothing really done in the matter, but about Chinese New Year many of the patrol launches were withdrawn from the waters of the upper Delta and laid up in the front reach at Canton, where they laid until the other day, and where they may very well be lying now. Possibly, it may have been about this time that the Viceroy made the suggestion to the British Consular authorities, behind which he is now trying to shelter himself. I allude to his idea of making use of his braves to search Chinese passengers who propose to travel by foreign steamers—a great idea, truly worthy of a great administrator, a cheap means of enabling him to shirk his responsibilities! He would have saved the pay of the braves who would, no doubt, have been well content to exchange it for the squeeze exacted from the passengers. No better scheme for discouraging Chinese from travelling by these steamers could well be devised. (Applause.) The Chinese, in obedience to their gambling instincts, would naturally prefer to take the risks of being held up by native craft to the certainty of being thus bled. The suggestion indicates that the Viceroy was well aware of the existence of the dangers and also shows that he was unwilling to take effective measures to provide against them. Either he was unwilling or incompetent to do so. In either case the position called for his removal. Assuming him to have been able to put a stop to this intolerable state of affairs the fact that he did not do it can only be explained on the supposition that he did not want to do it. Assuming, on the other hand, that he wanted to do it but could not, then clearly he was unfit for the post. In either event he should have been replaced by someone who both could and would perform the obvious duty. The natural result of all this was that on February 14 an attack was made on a large motor boat named the *Tien Kong*, owned by a British subject trading up the West River from Samshui. $2,500 was stolen, and the motor boat was run ashore by the pirates, almost opposite and in full sight of a Chinese guard-boat from which no assistance was forthcoming. As far as I can learn no satisfaction for the outrage has yet been obtained. But if anything was done it was clearly not a sufficiently striking measure to emphasize the heinous nature of the crime of violating a foreign flag. For on March 22 the Standard Oil Company's launch the *Comet* was held up and robbed and her crew brutally maltreated. Still nothing was done to vindicate the position of the foreign shipowner as guaranteed to him by China under the existing treaty. Following upon this came the piracy of a Chinese launch belonging to the Po On Company, a Hongkong company, from which $10,000 were robbed. No punishment, as far as is known here, followed the outrage. The desperadoes now seemed to have come to the larger foreign steamers plying on the West River, and so we have had to witness this last, worst case of all—the murderous and fatal attack on the *Sainam*. The details are fresh in your memory. It is unnecessary for me to go into them. The point I want to make is that the incident is clearly traceable to the supineness of the Chinese authorities in the face of the previous occurrences to which I have referred. And now comes the question: Who is the official directly responsible for this supineness? I can conceive of only one answer. Viceroy Shum is responsible! (Hear, hear.) Dr. MacDonald's blood is on his official head. In common justice the Viceroy's official life should answer for the crime. It should be cut short by his enforced retirement. (Applause.) This last is merely my private view. It may be met by the objection that there is no likelihood of Shum being succeeded by a better man. But even a worse man than Shum would be better for us if he came to his duties impressed by the idea that he had really to govern in order to reign. We are told that the Viceroy, in consequence of the prompt and energetic demands of the British Government, is doing his best at the moment to capture the culprits. The horse having escaped great zeal is being brought to bear in shutting the stable door. This is all very well, but why did not the Viceroy display some zeal before? I think I can tell you. He thought it was safe to ignore British Consular representation. That is why. He ignored all manner of representations consistently and persistently. Now he seems to be afraid. That is well. But his tremors will not bring the dead to life again, nor will it restore for many a day the loss of confidence in the protective power of the prestige of the British flag upon the river. Moreover, activity in searching for the *Sainam's* culprits, in catching a few out of the 100 or more implicated and exhibiting their heads on poles along the river bank, will not do any permanent good, unless it be accompanied by the systematic destruction of the pirates' lairs—well-known to the people of the district—and furthermore, be followed up by the inauguration of an efficient service of properly manned and well-found steam cutters; not, as at present, occasional launches lying idle at long distances apart with steam down and the crew asleep, or gambling, living on wages most of which they do not get, and making up the difference by taking "hush money" from the pirates. This is the sort of thing which has brought about the present evil. And for this, as for everything else, the Viceroy must be held accountable. (Applause.) It is clear that he has not seriously endeavoured to cope with the difficulties of the situation; that he has allowed matters to drift, and that he has altogether failed to fulfil the functions of his high office. He is the real culprit. On his shoulders the blame rests and we should not rest until this has been made plain to him. Unless it is, the whole affair will soon be forgotten and the old evils will recur. In saying this, I speak with the confidence arising out of the knowledge that I am uttering not merely my own convictions, but those also of the leading members of the civil community; not only of the British mercantile community, but also of the heads of the mercantile houses of other nationalities who conduct business from Hongkong. Further, I make bold to say that these views are in consonance with those of every honest and law-abiding Chinese. Indeed, it is far more in their interests than in the interests of any foreigner that steps should be taken to eradicate these pirate pests and to re-establish law and order in the region of the delta where the Chinese are the chief sufferers by the lax administration of which we complain. Life, property and communication are alike unsafe, and trade languishes in consequence. In the interest of every merchant of every nationality; of every law-abiding Chinese; of every traveller, whether official, commercial, missionary or visitor to these shores; in the interest of everyone—including even the Chinese officials, if they would believe it—in the interest even of prospective pirates—who would be happier earning an honest livelihood—it is time that confidence should be restored; it is time that something definite and drastic should be done. These are the views on the strength of which I invite you, gentlemen, to support the following resolution:—

"That this meeting of members of the Hongkong branch of the China Association desires to record the opinion that recent outrages on shipping in the West River are directly due to lax administration on the part of the Viceroy of Canton; and to press upon the London Branch the need for representing this to the Foreign Office, and while gratefully acknowledging the promptness and energy with which His Majesty's Government has already taken the matter up members here present respectfully urge that unless the Chinese authorities can be induced to take steps to exterminate piracy and to prevent its recrudescence there is no guarantee that the evils complained of will not recur." (Loud Applause).

HON. MR. GRESSON'S ADDRESS.

Hon. Mr. W. J. Gresson:—Mr. Chairman and gentlemen,—We must all deplore the regrettable incident that has necessitated our meeting here to-day. The daring piratical attack on the *Sainam* has unfortunately resulted in loss of life, among the victims being a man who has placed his time and training at the disposal of the Chinese, with the desire to alleviate their sufferings, and what is his reward? An untimely death, due to no steps being taken by the authorities, to patrol and police the waterways, or as they may well be called highways of the province. It is not for a matter of weeks, or even months, but for years, that piracy has been rampant in what is generally called the Canton Delta; indeed, his knowledge of its existence has been openly admitted by the Official responsible for the keeping of law and order, and it is almost incredible that no energetic steps have been taken to suppress the evil. You are well aware, Gentlemen, that when foreigners act as pioneers in the shipping or any other trade, tending towards the development of the vast Chinese Empire they do so under enormous disadvantages, in breaking down "old custom," and overcoming native susceptibilities. (Applause.) Nevertheless, lives and money are freely risked in the firm belief that on just such occasions as the present, they can claim and promptly receive the protection of the flag under which they are working. (Applause.) The Chinese are not slow to recognise this fact, and it is in large measure owing to the protection and fair treatment which they expect to receive, that they patronise steamers trading under a foreign flag in preference to those owned by their own countrymen, and with a footing once gained experience soon teaches the advantages of conforming with the western customs. It is, therefore, obvious that if this support be denied us, the risks will become so great that they must seriously interfere with, if not strangle the development of trade in the two Kwang provinces. A contrast may be usefully drawn between the state of law and order which prevails in the district under the sway of Yuan Shih Kai and the lawlessness and disorder which is rife in the region administered by His Excellency Shum. (Applause.) In asking our Government to insist and, if necessary, assist the Chinese Government in putting an end once and for all to this intolerable menace to life and property, which exists in a greater or less degree throughout the land, I am confident that we can look for their support; for we are not only asking their assistance on behalf of all foreign nationalities, but they will also be rendering a signal service to the Chinese nation at large (applause), who like ourselves are in the hands, and at the mercy, of these lawless robbers. With these remarks, Mr. Chairman, I have much pleasure in seconding the resolution that you have put to the meeting. (Applause.)

MR. LAW'S SPEECH.

Mr. D. R. Law:—Gentlemen,—I will not detain you for more than a few minutes. I desire to give expression publicly to the deep regret of the owners of the *Sainam* at the lamentable death of Dr. Macdonald. That such a valuable life as his should have been so needlessly sacrificed at the hands of the cowardly ruffians who attack the *Sainam* must ever be a matter of deep regret to us all, and I am sure I am expressing your feelings when I say that our deepest sympathy is extended to Mrs. MacDonald and family in their great loss. (Hear, hear.) I also desire to give my hearty support to the resolution proposed by our Chairman. It is, indeed, high time for this Association to move and to demand that an end shall be made, once and for all, of these pariahs of humanity who infest the trade routes of South China without let or hindrance and live on the proceeds of their vile murders and robbery. We do not only ask for the punishment of the guilty in the *Sainam* case, we demand that the pirates and their villages shall be eradicated. (Applause.) We shall not be satisfied with such tardy efforts as the Viceroy is reported to be making now. (Applause.) The cancerous growth of piracy which has spread itself all over the Canton Delta is not to be destroyed by taking action only when it manifests itself in some diabolical form such as the *Sainam* case. It requires a ruthless surgeon to apply the knife and cut it out root and branch. (Applause.) Yesterday it was poor Dr. MacDonald, who was sacrificed on the altar of official ineptitude and corruption; to-day it may be some other valued friend; to-morrow perhaps even yourself if your duty calls you to these regions. Every day it is the poor Chinese who suffer at the hands of unrestrained ruffianism; and are we to sit quietly by and never move a hand to stem the torrent of misery and suffering that follows on the train of these atrocities against humanity? We are more than justified in calling upon our Government to redress these wrongs. (Applause.) If diplomatic pressure has no effect on the Chinese Government in awakening it to the enormity of its guilt and to a sense of its responsibilities, then I have no hesitation in affirming that it becomes the duty of our Government to take the matter in hand and propose to the other Powers more immediately interested joint action in putting an end to a state of affairs which is a disgrace to civilization. (Applause.) In claiming the right of security for life and property, both for Native and European alike, we are surely not asking too much. And if the Chinese Government admit their inability to provide that security upon which the highest form of human happiness and prosperity depends, then I conceive that they can no longer be treated by the usual diplomatic methods employed between civilized Powers. (Applause.) The British Government has always taken the lead in endeavouring to treat China as though she were a civilized Power, with the idea of helping her to become one; has always endeavoured to adopt a beneficent attitude towards the Court of Peking, with the result that there is no gratitude; no response; no radical change in the attitude of the higher officials towards us; indeed, there is to-day rather a return to the attitude of 50 years ago, to the bad old days of Commissioner Yeh in whose modern prototype, Viceroy Shum, very little difference seems to exist. (Loud Applause.)

Mr. Hough spoke in support of the resolution. In the course of his brief but pertinent remarks he insisted that for the recent outrages vigorous action becomes necessary. The supineness of the Chinese Authorities must disappear altogether, and life and property must have adequate and ample protection. (Applause.)

The Chairman invited discussion. There being no response, the resolution was put to the meeting and unanimously carried.

Mr. Stewart then intimated to the members that on Monday last the local Branch of the Association wired home to the London Branch that the British flag had been violated in the trade on the West River and requested that action might be taken in the matter. The Hongkong Branch has since been informed by cable that this had been done.

The meeting dispersed on a vote of thanks to Mr. Murray Stewart for presiding.

STOWAWAYS FROM JAPAN.

Chief Officer Raphael Lobez, of the s.s. *Coptic*, appeared against two Japanese—a farmer and a married woman—at the Police Court this morning, charging them with arriving in the Colony, on the 20th instant, on board his vessel, without the captain's or owner's permission.

The defendants denied trying to defraud the the steamship company.

Evidence was led to the effect that defendants boarded the *Coptic* at Nagasaki and were not discovered on board until the vessel was far out. The discovery was made by the boatswain of the ship.

Defendants said that they had no intention of leaving their country at all. They went on board the *Coptic* to work. They fell asleep and when they awoke the ship had left the port.

Here the Japanese interpreter intimated that the defendants were country people from a village 50 miles inside of Nagasaki, and he did not think they had any intention of stowing away.

The complainant replied that when questioned on board the ship the farmer said he wanted to go to America.

His Worship said he would remand the case until Monday in order to call the Japanese Consul to see what he could do for the defendants.

To-day's Advertisements.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

From	Steamers	Due
GLASGOW and LIVERPOOL	"ALCINOUS"	26th July.
GLASGOW and LIVERPOOL	"DIOMED"	2nd August.
GLASGOW and LIVERPOOL	"TELEMACHUS"	2nd "
GLASGOW and LIVERPOOL	"PELEUS"	9th "
GLASGOW and LIVERPOOL	"CHING WO"	9th "
GLASGOW and LIVERPOOL	"ANTENOR"	16th "
GLASGOW and LIVERPOOL	"CYCLOPS"	23rd "
GLASGOW and LIVERPOOL	"BELLEROPHON"	30th "
GLASGOW and LIVERPOOL	"KINTUCK"	30th "

HOMEWARD.

For	Steamers	To Sail
LONDON, AMSTERDAM & ANTWERP	"PING SUEY"	31st July.
LONDON, AMSTERDAM & ANTWERP	"ORESTES"	14th August.
* GENOA, MARSEILLES & L'POOL	"TYDEUS"	20th "
LONDON, AMSTERDAM & ANTWERP	"ACHILLES"	28th "
* HAVRE, ROTTERDAM & L'POOL	"ALCINOUS"	30th "

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.
OPERATING IN CONJUNCTION WITH
THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

EASTWARD.

For	Steamers	To Sail
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, *viâ* NAGASAKI, KOBE and YOKOHAMA	"TELEMACHUS"	4th August.
	"BELLEROPHON"	1st September.

WESTWARD.

From	Steamer	Due
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"TYDEUS"	15th August.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 21st July, 1906. [3

CHINA NAVIGATION CO., LIMITED.

For	Steamers	To Sail
SHANGHAI	"KIUKIANG" †	23rd July.
MANILA	"TAMING" *	24th "
CEBU and ILOILO	"SUNGKIANG" *	25th "
KOBE	"TAIYUAN"	25th "
SHANGHAI	"KASHING" †	25th "
SWATOW, WEI-HAI-WEI, CHEFOO and TIENTSIN	"KWEICHOW" †	27th "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN" * †	11th August.

† Taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports.
* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 21st July, 1906. 9

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—**Surgeon and Stewardess carried.**—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 28th July, at Noon.
RUBI	2540	R. Almond	"	SATURDAY, 4th August, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 21st July, 1906. [7

HONGKONG-NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship	About
"JOHN HARDIE"	20th August.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 10th July, 1906. [8

Dentistry.

Dr. M. H. CHAUN.
THE LATEST METHOD
of the
AMERICAN SYSTEM OF DENTISTRY,
37, DES VŒUX ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 22nd July, 1905. [70

TSIN TING.
LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'AGUILAR STREET.
REASONABLE FEES.
Consultation Free.
Hongkong, 30th July, 1904. [68

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.

EAST ASIATIC SERVICE.

HOME-LINE.

OUTWARD.

Steamers.	Destinations.	To Sail.
SAXONIA	SHANGHAI, YOKOHAMA AND KOBE	27th July.
* SILESIA	SHANGHAI, YOKOHAMA AND KOBE	3rd August.
* SCANDIA	SHANGHAI, YOKOHAMA AND KOBE	9th August.
* SLAVONIA	SHANGHAI, YOKOHAMA AND KOBE	14th August.
SENEGAMBIA	SHANGHAI, YOKOHAMA AND KOBE	28th August.

HOMEWARD.

Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, HAVRE, HAMBURG, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS (NORTH and SOUTH AMERICAN PORTS).

* SCHWARZBURG, Capt. Eckhorn	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	24th July.
ALESIA, Capt. Luning	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	7th August.
SPEZIA, Capt. Muller	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	21st August.
*SILESIA, Capt. Bahle	NAPLES, HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	4th September.
* SCANDIA, Capt. v. Dohren	NAPLES, HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	18th September.
SENEGAMBIA, Capt. Peter	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	28th September.

* This steamer, specially built for the tropics, has splendid accommodation for first class passengers. Very large, well ventilated cabins, each provided with two beds (no bunks), sofa, table, two wardrobes, two washstands, electric fans, etc., large elegantly furnished saloons, smoking room, etc.

The steamer is lighted throughout by electricity and carries Doctor, Stewardess and Washermen.

The "RHENANIA" is to run regularly from Yokohama, Kobe, Shanghai, Hongkong, Singapore, Penang and Colombo to Suez, Port Said, Naples, Havre and Hamburg, to be followed by s.s. "HARBURG," s.s. "HOHENSTAUFEN," s.s. "SCANDIA," and s.s. "SILESIA."

COAST SERVICE.

ITHAKA	SHANGHAI AND CHINKIANG	Freight and Passengers.
LYDIA	SHANGHAI AND CHINKIANG	Freight and Passengers.
DAPHNE	NAGASAKI AND WLADIVOSTOK	End of July, Freight and Passengers.

* Taking Cargo at through rates to Tsingtao and Chemulpo.

For Freight and Passage, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE.

For steamers of the Coast Service marked * to SIEMSSEN & CO.

Hongkong, 19th July, 1906. [654

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
TIENTSIN VIA SWATOW & CHEFOO	*CHIPSHING**	SUNDAY, 22nd July, Daylight.
SHANGHAI VIA SWATOW	*CHOYSANG* †	SUNDAY, 22nd July, Daylight.
S'GAPORE, PENANG & CALCUTTA	*KUMSANG**	TUESDAY, 24th July, 3 P.M.
MANILA	*LOONGSANG**	FRIDAY, 27th July, 4 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
† Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtsze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 21st July, 1906. [6

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,
FOR
PORTLAND, OREGON,
OPERATING IN CONNECTION WITH
THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARABIA"	4,483	Metzenthin	August 14th.
"ARAGONIA"	5,198	Ernst	September 5th.
"NICOMEDIA"	4,370	G. Meisner	September 16th.
"NUMANTIA"	4,370	Feldtmann	October 9th.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Acting General Agent.

16

ORIENTAL PACIFIC LINE.

FOR YOKOHAMA AND SAN FRANCISCO.

THE Steamship

"DAKOTAH"

will be despatched for the above Ports, on or about the 4th of August.

For Freight and further particulars, apply to

SHEWAN, TOMES & CO.,
Agents.

Hongkong, 18th July, 1906. [682

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong and South American Ports.

PROPOSED sailings from HONGKONG to CALLAO, IQUIQUE, VIA JAPAN PORTS.

"KASADO MARU," 6,000 tons, sails on or about August 7th, at Noon.

"GLENFARG," 4,000 tons, sails on or about August 25th, at Noon.

(Date of sailing subject to alteration).

Taking freight also to other Western Coast Ports of South America transhipping to the Connecting Line.

The above steamers have splendid accommodation and are fitted throughout with Electric Light. A duly qualified Surgeon is carried on each boat.

For further information as to Freight and Passage, apply to

K. MATSDA,
Manager,
York Building.

Hongkong, 20th July, 1906. [751

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,
(Calling at Manila, Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE,"

Captain St. John George, will be despatched as above, on SATURDAY, the 28th instant, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 3rd July, 1906. [696

THE AMERICAN & ORIENTAL LINE.

FOR BOSTON AND NEW YORK.
(With Liberty to Call at the Malabar Coast).

THE Steamship

"JESERIC,"

Captain Thompson, will be despatched for the above Ports, on or about the 28th instant.

For Freight, apply to

ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, 4th July, 1906. [700

Shipping—Steamers.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"ERNEST SIMONS,"

Captain Bourdon, will be despatched as above, on or about the 23rd instant.

For Freight or Passage, apply to

G. DE CHAMPEAUX,
Agent.

Hongkong, 16th July, 1906. 113

NIPPON YUSEN KAISHA.

HONGKONG-SWATOW-BANGKOK LINE.

FOR BANGKOK VIA SWATOW.

THE Chartered Steamship

"PROTEUS,"

Captain N. C. Krabbe, will be despatched as above, on TUESDAY, the 24th instant, at Noon.

For Freight or Passage, apply to

NIPPON-YUSEN-KAISHA,
Prince's Building.

Hongkong, 18th July, 1906. [778

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"ZAIDA,"

Captain A. M. Rait, will be despatched as above, on THURSDAY, the 26th instant, at Daylight.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
Agents.

Hongkong, 19th July, 1906. [747

Intimations.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR.

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES.

&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUEUR SCOTCH WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 7th March, 1906. [51

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,
司公隆廣李
CABINET-MAKERS AND ART DECORATORS, from Shanghai, has re-opened their FURNITURE STORE
at
No. 35, DES VŒUX ROAD CENTRAL.
The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Ld., Firms and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annexe to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co., Ld.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 1st March, 1906. [206

A WONDERFUL DISCOVERY.

This is the age of research and experiment, when all nature, so to speak, is ransacked by the scientific for the comfort and happiness of man. Science has indeed made giant strides during the past century, and among the—by no means least important—discoveries in medicine comes that of Theraplon, particulars of which will be found in another column. This preparation is unquestionably one of the most genuine and reliable Patent Medicines ever introduced, and has, we understand, been used in the Continental Hospitals by Ricord, Roulan, Jobert, Velpeau, Malgaigne, the well-known Chassaignac, and indeed by all those who are regarded as authorities in such matters, including the celebrated *Lallemand, and Roux, by whom it* was some time since uniformly adopted, and that it is worthy the attention of those who require such a remedy we think there is no doubt. From the time of Aristotle downwards, a potent agent in the removal of these diseases has like the famed philosopher's stone been the object of search of some hopeful generous minds; and far beyond the mere success of earlier alleviators have been discovered—of transmuting the baser metals into gold is surely the discovery of a remedy so potent as to replenish the failing energies of the confirmed *roué* in the one case, and in the other so effectually, speedily and safely to expel from the system without the aid, or even the knowledge, of a second party, the poisons of acquired or hereditary disease in all their protean forms as to leave nothing or trace behind, such is The New French Remedy Theraplon, which may certainly rank with, if not take precedence of, many of the discoveries of our day, about which so little ostentation had of late been made, and the extensive and ever-increasing demand that has been created for this medicine wherever introduced appears to prove that it is destined to cast into oblivion all those questionable remedies that were formerly the sole reliance of medical men. Theraplon may be obtained in England direct from the proprietor, and of the principal Chemists and Merchants throughout the Colonies, India, China, Japan, &c., not even excluding such remote districts as Central Africa, the Fiji Islands, St. Helena, &c.—*Diamond Fields Advertiser* KIMBERLEY

Sold by A. S. WATSON & Co., Ltd.,
Hongkong, China and Manila. [Q

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SUNDA,"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., *ex* S.S. *Caledonia.*
From Italy.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 25th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 18th July, 1906 [4

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ REGENT LUITPOLD,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M., TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 24th instant, at 9.30 A.M.

All Claims must reach us before the 30th instant, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.
MELCHERS & Co.,
Agents.

Hongkong, 17th July, 1906. [2

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "SHAWMUT,"
FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,
Agents.

Hongkong, 17th July, 1906. [12

FROM HAMBURG, BREMEN, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

THE H. A. L. Steamship

"SAMBIA,"

Captain O. Müller, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd July, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd July, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 16th July, 1906. [737

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, LONDON, &c.

THE Steamship

"GLENSTRAE"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before 4 P.M., TO-DAY.

Goods not cleared by the 22nd instant will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival.

No claims will be recognized if not presented within 14 days of the ship's arrival.

McGREGOR BROS. & GOW.

Hongkong, 16th July, 1906. [736

Intimations.

THE PUBLIC HEALTH AND BUILDINGS ORDINANCE COMMISSION.

TAKE NOTICE that a Commission has been appointed to enquire into and report on the following matters, viz.:—

1. Whether the administration of the Sanitary and Building Regulations enacted by the Public Health and Buildings Ordinance, 1903, as now carried out is satisfactory, and, if not, what improvements can be made.
2. Whether any irregularity or corruption exists or has existed among the officials charged with the administration of the aforesaid Regulation.

The Commission earnestly invite the inhabitants of Hongkong and Kowloon to co-operate with them by forwarding any complaint they may have to make or suggestion to offer in connection with the matters aforesaid to the Undersigned.

Any person examined as a witness in the enquiry aforesaid who in the opinion of the Commissioners makes a full and true disclosure touching all the matters in respect of which he is examined will receive a certificate from the Commission which will protect the witness against any civil or criminal proceedings which may be instituted against such witness in respect of any matter touching which he has been examined.

By Order,
W. BOWEN-ROWLANDS,
Secretary.
Hongkong, 6th July, 1906. [709

JAPAN'S MARITIME TRADE.

COMPETITION IN THE FAR EAST.

Mr. Yamagata contributes an article in a recent number of the Tokyo *Keizai Zasshi* on the future of Japan's maritime trade. According to official returns the number of Japanese steamers at the end of April last was 1,423, aggregating 951,052 tons, which shows an increase of 58 vessels and 24,767 tons compared with October last. Again, as compared with the mercantile fleet at the end of 1903—before the war—the above figures show an increase of 335 ships, with a tonnage of 203,783, despite the loss of over 80,000 tons sustained during the war. This increase during the past two years and a half is very remarkable, and this suddenly expanded merchant marine must be employed in foreign trade, in the face of keen competition of foreign ship-owners. Already competition has commenced between the Nippon Yusen Kaisha and Messrs. Butterfield & Swire on the Shanghai-Bangkok line. The Japanese company seems determined to push this competition, and in addition to the three steamers already on the line has decided that all ships on the European, American, Bombay and Australian lines shall call at Shanghai.

Regarding the proposed opening of a new line by the Nippon Yusen Kaisha between Hongkong and Bangkok, via Swatow, the company is said to have received a request from Messrs. Butterfield & Swire to abandon the project, but the Japanese company declined to accede to the request. It is expected that competition between the two companies will grow still keener, and this is but one instance of many that will follow the extension of Japanese shipping.

The expansion of Japan's mercantile marine attracted the attention of various foreign countries several years ago, especially the United States, which seems to regard Japanese activity in the maritime world as inimical to the extension of American Pacific trade. Thus a Bill providing a subsidy for shipbuilding and navigation has been brought forward in Congress. When the proposal becomes an accomplished fact, America is likely to become a formidable rival of Japan in the shipping trade, while France, Great Britain, Germany and Belgium are also taking various measures to protect their shipping in the Far East.

These countries, however, seem rather inclined to over-estimate Japan's possibilities in this direction, for as a matter of fact the shipping trade of Japan is in a state of infancy compared with the countries named. The shipbuilding industry of this country, for instance, is much inferior to that of England, America, and Germany, while Japan has neither colonies or a large foreign trade to support her maritime trade, as in the case of some of the other countries. For this reason, she will experience much difficulty in competing with countries which are better circumstanced in these respects. What weakness there may be on these heads can be counteracted, concludes the writer, if the Japanese combine for the purpose of competition with their foreign rivals.

SCHIFF REPORTS ON JAPAN.

COUNTRY BUSY AND PROSPEROUS."

Mr. Jacob H. Schiff the American banker, who was in Japan for some weeks, returned to New York on 7th June. Speaking of his tour to a representative of *The Sun*, he said:—

"Our stay in Japan covered about eight weeks, of which we spent a short while in Corea. We visited most of the more important towns and other points of interest and became much impressed with the ways of the people and their activities. Everybody in Japan appears to do work of some kind; it is a country without beggars, without drunkards, and all are polite and good natured. Nothing is heard or seen of the effect of the recent war. The people neither talk about it, nor have they become overbearing or in any manner intoxicated by their great victories, but have quietly gone to work to develop their industries, to increase their commerce and trade and to get a fair control over the new markets which the success of their armies has opened for them.

"A tendency to exclude other nations from these markets does not exist, the uniform and repeated assurance being readily given by Japan's leading statesmen, that the promise of the 'open door' in Corea and Manchuria will, as far as Japan is concerned, be strictly carried out.

"Corea itself is gradually getting under effective Japanese control and administration, which will be of much benefit to this entirely out of date country, the resources of which appear to have been dormant for centuries; these with proper and intelligent administrative methods should promise rich results. The natural resources of Japan itself are probably somewhat limited, but its people are frugal, intelligent and energetic and the burdens which the late war has imposed do not appear to weigh heavily upon them.

"Taxes are to great extent indirect, such as the customs, the sake tax, the tobacco and salt monopolies, the stamp tax, the trolley for impost and a variety of other taxes, which all yield large revenue to the State, as do the land and other taxes, such as the income tax, which latter, however, appears not to yield an entirely satisfactory result. Under the law a sufficient sum must first be set apart from the Government revenue to provide for the interest on the public debt and for a sinking fund, which latter the Minister of Finance estimated will amount to a minimum of thirty million yen a year and which he intends to so administer that it will equal the new bonds the Government will have to issue for the acquisition of the private railroads.

"These latter, under a recent law, have become nationalized on a 5 per cent. basis, payment to be made by an exchange of the railroad shares for internal bonds, such exchange to begin after two years and to extend over a period of ten years. The railroads acquired have almost all large earning capacity, and when their purchase becomes completed they should pay a large revenue to the State.

"The banking system of the country is widely developed and its currency seems to rest on a firm basis. The Bank of Japan, with branches in all important commercial centres, is alone empowered to issue the circulating medium, which is redeemable in gold on demand; it is a limited asset currency, protected by a considerable gold reserve, but in time of emergency may be expanded upon payment of a heavy tax. This provision has, even during the war, protected the country against undue stringency and financial revulsion. Except the Bank of Japan, all banks pay interest on deposits, these showing a constant increase as to the bank clearings in the principal commercial centres, which since 1900 have more than doubled.

"The people of Japan appear to be thoroughly convinced of their manifest destiny, and without saying much, if anything, about it are evidently determined to maintain the leadership in the Far East, which they have gained through the war. Japan will no doubt endeavour to obtain a most perfect understanding with China, will sustain the latter against further foreign aggression, but at the same time will herself make every effort to maintain peaceable and harmonious relations with all other nations. The impression one receives is that Japan knows exactly what it needs and wants, and these people believing, as they do, that they want only that which of right belongs to them, are determined, with singleness of purpose, to obtain it.

"We met many, if not most of the men, who determine or wield an influence in the conduct of the nation's affairs and one and all of them make the impression of earnest, prudent and patriotic leaders. Great friendship is expressed everywhere for America and her people. We were the recipients of much hospitality all over and every opportunity was given us to become acquainted with the social, economic and general conditions of the country."

Shipping.

Arrivals.

Mathilde, Ger. s.s., 833, N. Schremann, 20th July,—Moji 14th July, Coal.—J. & Co.

Kwongsang, Br. s.s., 1,427, W. P. Baker, 21st July,—Shanghai 17th July, and Swatow 20th, Gen.—J., M. & Co.

Loosok, Ger. s.s., 1,237, F. Natzins, 21st July,—Bangkok 13th July, Rice and Gen.—S., W. & Co.

Kweichow, Br. s.s., 1,215, G. Hooker, 21st July,—Tientsin 9th July, Gen.—B. & S.

Mercedes, Br. s.s., 2,900, J. S. McGregor, 21st July,—Yokohama 14th July, Ballast.—Admiralty.

Salinga, Rus. s.s., 6,006, Kaktin, 21st July,—from Hankow, Tea.—Order.

Taikosan Maru, Jap. s.s., 1,991, T. Ota, 21st July,—Kuchinotzu 16th July, Coal.—M. B. K.

Wanaswoith, Br. s.s., 2,085, Thomas, 21st July,—Moji 15th July, Gen.—D. & Co., Co.

Hongkong, Fr. s.s., 747, G. Suzzoni, 21st July,—Haiphong and Hoihow 20th July, Gen.—A. R. M.

Clearances at the Harbour Office.

Knivsberg, for Hongay.
Kwanglee, for Shanghai.
Shaohsing, for Ningpo.
Kwongsang, for Canton.
Kweichow, for Canton.
Selanga, for Singapore.
Haitan, for Swatow.
Achilles, for Shanghai.
Frithjof, for Swatow.
Kodiak, for Manila.
Shansi, for Kobe.
Chipshing, for Swatow.
Teucer, for Singapore.
Amigo, for Hoihow.
Ben Nevis, for Newcastle.

Departures.

July 21.

Dakota, for Seattle.
Rubi, for Manila.
Nordkap, for Singapore.
Knivsberg, for Hongay.
Nord, for Canton.
Progress, for Kwong-chow-wan.
Teucer, for Singapore.
Achilles, for Swatow.
Shansi, for Kobe.
Chipshing, for Tientsin.
Amiral Duperre, for Shanghai.
Amigo, for Haiphong.
Kwanglee, for Shanghai.

Passengers arrived.

Per *Kwongsang*, from Shanghai, &c.—Mr. Lupe, Mr. and Mrs. P. Almeida, Mr. S. Amily, and Miss Dal Meiae.

Passengers departed.

Per *Rubi*, from Hongkong for Manila—Messrs. M. Gochitico, F. Gochitico, Mrs. Hammond, Mr. Shener, Mr. and Mrs. Reynolds, Mr. A Canizeres, Dr. W. Marshall, Mr. Geo. J. Low, Mr. and Mrs. Rankin, Misses Rankin, C. Wallett, M. Curtis, A. Bartley, H. Edwards, H. Levins, I. Lesser, Lieut.-Col. J. R. Williams, Mr. and Mrs. Deakyne, Misses Deakyne, Nickerson, Mrs. Tomasa Dozon, Master V. G. Dozon, Messrs. F. G. Glazebrook, J. Williamson, M. Marcaeda, Mrs. Andrews, Mr. and Mrs. F. A. Wolf, Messrs. V. C. Balistro, R. A. Koch and A. Slingsby.

Shipping Reports.

Str. *Kweichow* from Tientsin:—Light variable winds, smooth sea, clear.

Str. *Mercedes* from Yokohama:—Fresh to moderate W'ly winds, and fine weather.

Str. *Kwongsang* from Shanghai:—Light to moderate E.N.E. winds and fine weather.

Vessels in Port.

STEAMERS.

Aki Maru, Jap. s.s., 3,905, M. Yagi, 14th July,—Shanghai 11th July, Gen.—N. Y. K.

B. A. Broch, Nor. s.s., 541, Andersen, 14th July,—Shanghai 8th July, Earthenware.—Davidsen & Co.

Choysang, Br. s.s., 1,424, A. E. Sandbach, 20th July,—Canton 20th July, Gen.—J., M. & Co.

Coptic, Br. s.s., 2,744, Wm. Finch, R.N.R., 20th July,—San Francisco 27th June, Yokohama 13th July, Kobe 15th, and Nagasaki 17th, Mails and Gen.—O. & O. S. S. Co.

Cranley, Br. s.s., 3,903, W. E. Steele, 8th July,—Durban 13th June, Coolies.—G., L. & Co.

Crusader, Br. s.s., 2,744, R. W. McBurn, 19th July,—Calcutta 2nd July, Coals.—M. & Co.

Emma Luyken, Ger. s.s., 1,159, G. Cornand, 16th July,—Mauritius 20th June, Sugar.—Wing Sing & Co.

Eva, Ger. s.s., 2,323, Eberhard, 19th July,—Hamburg 26th May, Gen.—Order.

Fri, Nor. s.s., 900, Nagle, 13th July,—Hongay 10th July, Coal.—Aagaard, Thoresen & Co.

Frithjof, Nor. s.s., 891, H. A. Haraldsen, 20th July,—Foochow via Amoy and Swatow 19th July, Gen.—O. S. K.

Glenlochy, Br. s.s., 2,997, E. J. Stallard, 9th July,—Kobe 1st July, and Shanghai 6th, Ballast.—McG. Bros. & Gow.

Haitan, Br. s.s., 1,183, J. S. Roach, 20th July,—Foochow 17th July, Amoy 18th, and Swatow 19th, Gen.—D., L. & Co.

Hokuto Maru, Jap. s.s., 2,427, J. Kanada, 20th July,—Moji 14th July, Coal.—Order.

Hans Wagner, Ger. s.s., 96, J. Kageman, 20th June,—Saigon 15th June, Rice.—L., W. & Co.

Hilary, Ger. s.s., 1,276, Uecker, 14th July,—Swatow 13th July, Gen.—S., W. & Co.

Ingalls, Am. transport, 600, Scott, 3rd July,—Manila 30th June.

Korea, Am. s.s., 5,651, W. B. Seabury, 15th July,—San Francisco 20th June, and Shanghai 12th July, Mails and Gen.—P. M. S. S. Co.

Kumsang, Br. s.s., 2,071, E. J. Buller, 14th July,—Calcutta 1st July, Coal.—J. M. & Co.

Lothian, Br. s.s., 3,222, J. C. Williams, 17th July,—Moji 12th July, Light.—D. & Co., Ld.

Loosok, Ger. s.s., 1,020, G. Schultzen, 18th July,—Bangkok and Swatow 10th July, Rice.—B. & S.

Madeleine Rickmers, Ger. s.s., 1,020, S. Simonsen, 18th July,—Bangkok 7th July, Rice.—B. & S.

Mortlake, Br. s.s., 1,737, F. W. Balten, 11th July,—Cheribon (Java) 2nd July, Sugar.—Order.

Neil MacLeod, Am. s.s., 901, E. Corral, 19th June,—Manila 16th June, Ballast.—Barretto & Co.

N. S. de Rosario, 715, M. Lopez Blanco, 12th June,—Manila 9th June, Ballast.—Barretto & Co.

Paklat, Ger. s.s., 1,018, H. Demes, 19th July,—Bangkok 13th July, Rice.—B. & S.

Petrarch, Ger. s.s., 1,252, R. Haije, 12th June,—Saigon 7th June, Gen.—S., W. & Co.

Prometheus, Nor. s.s., 1,023, O. Kamelinsser, 6th July,—Bangkok via Swatow 5th July, Rice.—N. Y. K.

Quinta, Ger. s.s., 986, F. Frahm, 13th July,—Bangkok 4th July, Rice and Gen.—S. & Co.

Shahjehan, Br. s.s., 1,276, J. R. Scott, 14th July,—Saigon 9th July, Rice, &c.—Wo Fat Sing.

Shawmut, Am. s.s., 9,606, E. V. Roberts, 17th July,—Manila 14th July, Flour.—D. & Co., Ld.

Shoshu Maru, Jap. s.s., 1,805, T. Suruga, 16th July,—Kobe 7th July, Gen.—O. S. K.

Simongan, Dut. s.s., 1,200, Zuiderhoudt, 17th July,—Charibon 10th July, Sugar.—Yun Fat.

Taishan, Br. s.s., 1,100, I. T. Laing, 29th June,—Shanghai via Ports 24th June, Gen.—B. & Co.

Taiyuan, Br. s.s., 2,268, L. Dawson, 8th July,—Sydney 12th June, and Thursday Island 25th, Gen.—B. & S.

Taming, Br. s.s., 1,510, A. W. Outerbridge, 20th July,—Manila 17th July, Gen.—B. & S.

Tinhow, Br. s.s., 931, C. I. Kerr, 13th July,—Bangkok 5th July, Rice.—A., K. & Co.

Z. Y. de Aldecoa, Am. s.s., 1,260, F. Xandaro Echauz, 15th June,—Manila 12th June, Ballast.—Barretto & Co.

DOCK RETURNS.

HONGKONG AND WHAMPOA DOCKS.

Alta	at	Kowloon	Dock.
Tin Hao	"	"	"
Prometheus	"	"	"
Tai On	"	"	"
Hercules	"	"	"
U.S.A.T. Ingalls	"	"	"
Taiyuan	"	"	"
Proteus	"	"	"
Emma Luyken	"	Aberdeen	"

SHANGHAI.

	14th inst.
Anhui	New Dock.
Glenturret	International "

Post Office.

A Mail will close for:—

Swatow, Amoy and Foochow—Per *Frithjof*, 22nd July, 9 A.M.

Macao—Per *Heungshan*, 23rd July, 12.15 P.M.

Keelung, Shanghai, Moji, Kobe, Yokohama, Victoria, B.C. and Seattle, Wash.—Per *Aki Maru*, 23rd July, 3 P.M.

Shanghai—Per *Kiukiang*, 23rd July, 3 P.M.

Swatow, Amoy, Foochow and Shanghai—Per *Shoshu Maru*, 24th July, 9 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Korea*, 24th July, 10 A.M.

Manila, Simpsonhafen, Fr. Wilhelmshafen, Brisbane, Sydney and Melbourne—Per *Prinz Sigismund*, 24th July, 10 A.M.

Europe, &c., India, via Tuticorin—Per *Tonkin*, 24th July, 11 A.M.

Macao—Per *Heungshan*, 24th July, 12.15 P.M.

Singapore, Penang and Calcutta—Per *Kumsang*, 24th July, 2 P.M.

Cheribon—Per *Hokuto Maru*, 24th July, 2 P.M.

Manila—Per *Taming*, 24th July, 3 P.M.

Haiphong—Per *Triumph*, 24th July, 5 P.M.

Macao—Per *Heungshan*, 25th July, 12.15 P.M.

Kobe—Per *Taiyuan*, 25th July, 3 P.M.

Shanghai—Per *Kashing*, 25th July, 3 P.M.

Cebu and Iloilo—Per *Sungkiang*, 25th July, 3 P.M.

Amoy, Straits and Rangoon—Per *Zaida*, 25th July, 5 P.M.

Keelung, Moji, Kobe, Yokohama, Victoria, B.C., and Tacoma—Per *Shawmut*, 27th July, 11 A.M.

Batavia, Cheribon, Samarang, Sourabaya and Macassar—Per *Tjipanas*, 27th July, 11 A.M.

Macao—Per *Heungshan*, 26th July, 1.15 P.M.

Macao—Per *Heungshan*, 27th July, 1.15 P.M.

Manila—Per *Loongsang*, 27th July, 3 P.M.

Swatow, Weihaiwei, Chefoo and Tientsin—Per *Kweichow*, 27th July, 3 P.M.

Manila, Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Empire*, 28th July, 10 A.M.

Manila—Per *Zafiro*, 28th July, 10 A.M.

Europe, &c., India, via Tuticorin—Per *Devanha*, 28th July, 11 A.M.

Macao—Per *Heungshan*, 28th July, 1.15 P.M.

Macao—Per *Heungshan*, 30th July, 1.15 P.M.

Macao—Per *Heungshan*, 31st July, 1.15 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Empress of China*, 1st Aug., 11 A.M.

Europe, &c., India, via Tuticorin—Per *Bayern*, 1st Aug., 11 A.M.

Manila—Per *Rubi*, 4th Aug., 11 A.M.

Europe, &c., India, via Tuticorin—Per *Armand Behic*, 7th Aug., 11 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Tartar*, 8th Aug., 10 A.M.

Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Taiyuan*, 11th Aug., 3 P.M.

Europe, &c., India, via Tuticorin—Per *Ernest Simons*, 21st Aug., 11 A.M.

TO-MORROW.

S. Peter's Seamen's Church.

Queen's Road West.
Sixth Sunday after Trinity.

Morning Prayer 11 a.m., Venite, Stainer; Te Deum, Woodward; Jubilate, Barnby; Hymns, 7, 187, 596, and 407; Kyrie.

Holy Communion 12.15 p.m.

Evening Prayer, 6.30 p.m., Magnificat, Jackson; Nunc Dimittis, Foster; Hymns, 12, 227, 594 and 56.

The Church launch *Dayspring* will call on ships carrying white crews to bring friends ashore to the services between 9.15 and 10.30 a.m., and between 5.15 and 6 p.m., (Kowloon Police Pier, 10.30 and 6 p.m.): returning afterwards. The Answering Pennant is the Call flag. All the sittings are free and unappropriated. Visitors welcome. Books, &c. provided. Sunday school 10 to 10.45 a.m.

Meeting at Seamen's Institute 72, Praya East on Sunday at 8 p.m.

Roman Catholic Cathedral:—Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m. Benediction, 5.30 p.m.

German Bethesda Chapel, West Point:—Morning Service, 11 a.m.

St. Francis' Church, Wanchai:—Mass (*Chin.*), 6 a.m., (*Port.*), 7.30 a.m. Benediction, 5 p.m.

St. Joseph's Church, Garden Road:—Morning Service (*English*), 10 a.m.

St. Anthony's Chapel, West Point:—Mass, 8 a.m.

Union Church:—Services, 11 a.m., and 6 p.m.

UNION CHURCH, KENNEDY ROAD, MINISTER: REV. C. H. HICKLING.

11 a.m. Worship—Psalm 146, Anthem, Magnificat (Bunnett), Hymns 337, 191, Preacher, Rev: C. Bone.

6 p.m. Worship, Hymns 308, 207, 204, 221 and 356, Preacher, Rev: C. Bone.

Thursday: Minister at home at the Manse from 8 to 10 p.m.

Friday, Christian Endeavour Society. Subject:—Micah and Revival Religion and Righteousness.

St. John's Cathedral.

Holy Communion 7.30 a.m.

Matins 11 a.m., Responses: Ferial, Venite: Dyce, Psalms: Crotch, Poland, Taylos, Te Deum: Lawes, Cooke, Hopkins, Benedictus: Troutbeck, Hymns: 178 (Part II), 193, 260.

Evensong 5.45 p.m., Responses: Ferial, Psalms: Russell, Smart, Goodenough, Magnificat: Nunc Dimittis, Maunder in D, Anthem: "Sun of my Soul"—Turner, Hymns: 109, 232, Sevenfold Amen, Voluntaries: "All Souls Day." Lassen; Toccata—Widor.

Steamers Expected.

Vessels	*From*	*Agents*	*Due*
Arratoon Apcar	Singapore	D. S. & Co	July 22
Lowther Castle	Shanghai	D. & Co.	July 22
Ernest Simons	Saigon	M. M.	July 23
Tartar	Shanghai	C. P. R. Co	July 23
Monmouthshire	Singapore	S., T. & Co	July 23
P. Sigismund	Nagasaki	M. & Co.	July 23
Iyo Maru	Shanghai	N. Y. K.	July 23
Emp. of China	Shanghai	C. P. R. Co	July 24
Kutsang	Singapore	J., M. & Co	July 24
Moldavia	Singapore	P. & O. Co	July 25
Kagoshima M.	Singapore	N. Y. K.	July 25
Tjipanas	Japan	J. C. J. L.	July 26
America Maru	Japan	T. K. K.	July 29
P. E. Friedrich	Colombo	M. & Co.	July 30

VISITORS AT THE HOTELS.

HONGKONG.

Adams, P. R.
Anderson, Mrs. K.
Arnold, J.
Bain, H. Murray
Baird, Mr. & Mrs. J. C.
~~Bairnson, A. R.~~
Battiscombe, H. G.
Beattie, R. B.
Bell, R.N., Engr.-Lieut. H. F.
Biervliet, A. Van (Vice-Consul for Belguim)
Birbeck, R. J.
Bisney, S.
Bissell, W. S.
Blair, K. J.
Blau, J.
Breckiroldt, H.
Brighton, F. G.
Campbell, L. F.
Carter, A.
Chalmers, Dr.
Chichester, D.A.A.G., D.S.O., Major A. A.
Chichester, Mrs. A. A.
Clark, M. O.
Clark, T.
Clarke, Mr. and Mrs. T. W.
Clegg, R.N., Eng. Lt. and Mrs. H. I.
Colvin, H. E.
Connor, J. L.
Cowan, G. P.
Crook, A. H.
Cruickshank, A.
Davies, F. O.
Donald, Mr. and Mrs. W. H.
Doolittle, F. H.
Douglas, Capt. & Mrs. J.
Dowley, Mr. and Mrs. W. A.
Downing, T. C.
Einstmann, W.
Evan-Jones, Dr. and Mrs. E. and child, H. J
Fisher, A.
Fisher, H. G
Fuller, D.
Gibson, A.
Gordon, F.
H[illegible], Capt. T
Heanley, Dr. and Mrs. C. M.
Hewett, Hon. and Mrs. E. A.
Humphreys, W. M.
Hunter, R.
Innes, Capt. R.
~~Jameson, Mrs. J. W.~~
Jokl, J. P. F.
Joughin, J. C.
Kemp, Mrs. A. S.
King, C. H.
Kuhlewindt, H. C.
Laing, A. H.
Low, G. J.
Marriott, Dr. O.
Marshall, G. W.
McDonagh, W. J.
Moore, Dr. and Mrs. W. B. A.
Moreno, A., (Consul General of Panama)
Newborn, Mr. & Mrs. R. H.
Newington, A. G.
Olliff, O. C.
Packer, B. L.
Patey, Mrs. E. O.
Peake, W.
Perkins, Mr. and Mrs. T. L.
Plough, Mrs. H. and child
Powell, W. A.
Prior, W. R.
Reid, H. J.
Roach, Mrs. J. S. and child
Shea, A.
Shepherd, E. B.
Sherer, W.
Skinn, A.
Spittles, J. S.
Stebbing, W. T.
Stein, A. L.
Stephens, H.
Stevens, Rev. A. J.
Sutherland, P. D.
Thomas, H. P.
Thompson, Mr. & Mrs.
Thompson, Miss H. M.
Uffel, W. Von.
Unbehaun, C. H.
Wakefield, Mrs.
Whitney, W. J.
Wishart, J. B.
Wood, G. G.
Wright, Mr. & Mrs. T.

KING EDWARD.

Almond, Capt. & Mrs. Russell
Colahan, Mr.
Cunningham, Mr. and Mrs. A.
Delaney, L. T.
Ehrhardt, Capt. W.
Hallard, Mr. and Mrs. F. J.
Horn, E.
Jackson, Mrs. and child
Legeune, Vice-Consul M.
Little, A. C.
Logan, W.
McKay, T. D.
Moses, E. J.
Moulder, Mr. and Mrs. A. B.
Paine, A. E.
Pearse, Dr. W. W.
Smend, Dr.
Story, G. F.
Williams, G.
Winning, Rev. R. G.
Ziegler, H.

CRAIGIEBURN.

Adams, M. and Mrs. F. R. J.
Armitage, Miss
Barnett, H. J. [illegible]
Brown, C. A.
Caldwell, Mr. and Mrs. G. A.
Davenport, Mrs.
Gaskell, Mr. and Mrs.
Hogg, Mrs. A. V.
Jamieson, P. S.
Morley, A.
Smith, F. Grant
Smith, Mr. and Mrs. Grant
Smith, Percy
Suppa, P.
Webb, Mr. and Mrs. Montague
Young, J. A.

OCCIDENTAL.

Anderson, A.
Bastel, Dr. and Mrs. O. and 2 children
Dache, P. F.
Damerinco, C.
Gebhard, F.
Glovin, F.
Hoy, Miss M.
Iverfield, Capt. W.
Keyt, Dr. F.
Kober, Dr. Med.
Krekovosky, J.
Krockenberg, Mr. and Mrs.
Krill, G.
Leese, Dr Med.
Leidicker, C.
Messner, Mr. and Mrs. K.
Munro, Miss A.
Owen, O. E.
Puncheon, J.
Reutter, R.
Schutze, O.
Schultz, Paul
Textor, Inspector H.
Voster, E.

CARLTON.

Andrews, R. J.
Anderson, R.A., Capt.
Bargmann, F.
Blanco, A. E.
Boanas, W.
Coggon, Mr. J. R.
Farwell, Mr. and Mrs. J. R.
Ferry, W.
Gains, Miss M.
Harrison, S. L.
Jackson, W.
Lefebure, J.
Lindberg, O. J.
Lloyed, G.
Martin, W. F.
Merlees, Capt. & Mrs.
Noble, Mrs. W.
Pearson, R. W.
Perkins, Mr. and Mrs. C. B.
Ruhl, G.
Stephens, Miss H.
Stevenson, R.
Varonnig, D.

PEAK.

Andrews, Mrs.
Brayn, R. F.
Burns, Mr. and Mrs.
Clasen, H.
Clothier, A. N.
Darling, Col.
Fuller, Mr.
Gales, Capt.
Graham, Mr. and Mrs. W. Douglas
Harding, Mr. and Mrs.
Harker, B. B.
Harris, A.
Hazeland, F. A.
Hewitt, A. H.
~~Jacks, Mr.~~
Johnston, L. A. M.
Joseph, Mr. and Mrs. E. S.
Kistowsky, Mr. & Mrs. F.
Knight, Mr.
Longridge, Rev. and Mrs.
Lang, Mr.
Lang, A. O.
Macfarlane, Dr. H.
Macnamara, Mr.
Martin, O. B. H.
Martin, R.
McIssac, Mrs.
Mitchell, R.
Moon, Mr. and Mrs.
Moxon, Mr. and Mrs.
Ollis, F. B.
Painter, Major & Mrs.
Reynolds, F. O.
Roberts, A. G.
Sawer, Capt. and Mrs.
Searle, Rev. G.
Seymour, Lt.-Col. and Mrs.
Shenton, Mr.
Sinclair, A.
Skott, C.
~~Skottowe, Mr. & Mrs.~~
Southey, Mr. and Mrs.
Storey, Mr.
Torcan-de-Marney, N. E.
Vereker, Capt. & Mrs.
Watson, Mr. & Mrs. M.
Weismann, Mr. & Mrs.
White, Dr. & Mrs. M. J.
Wilford, F. C.
Woodward, Mr. & Mrs.
Truman, Mr. and Mrs. R. H.
Zehrmann, H. C.

CHINA COAST METEOROLOGICAL REGISTER.

July 20th, 1906, a.m.

		Bar.	Th.	Hu.	Wind		Wr.
Vladivostock	7 a.m.	—	—	—	—	—	—
Nemuro	6 a.m.	29.73	—	—	NE	2	—
Hakodate	"	29.77	—	—	—	0	—
Tokio	"	29.79	—	—	—	0	—
Kochi	"	29.84	—	—	—	0	—
Nagasaki	"	29.84	—	—	SE	2	—
Kagoshima	"	29.84	—	—	N	2	—
Oshima	"	29.73	—	—	E	2	—
Naha	"	29.62	—	—	E	6	—
Ishigakijima	"	29.84	—	—	NE	4	—
Taihoku	5 a.m.	29.60	—	—	E	4	—
Taichu	"	29.57	—	—	—	0	—
Tainan	"	29.55	—	—	N	2	—
Koshun	"	29.54	—	—	—	0	—
Pescadores	"	29.50	—	—	NW	2	—
Weihaiwei	9 a.m.	29.80	80	—	SSW	2	b
Gutzlaff	"	29.69	83	87	ESE	3	cm
Sharp Peak	"	29.64	83	87	NNE	5	c
Amoy	6.30 a.	29.59	80	100	N	1	or
Swatow	9 a.m.	29.51	79	91	E	1	o
Canton	"	29.57	84	83	NE	1	c
Hongkong	10 a.m.	29.57	79	91	E	2	op
Victoria Peak	"	—	—	—	S	4	—
Gap Rock	"	—	—	—	—	—	—
Macao	"	29.56	85	—	SE	1	c
Haiphong	"	—	—	—	—	—	—
Manila	"	29.61	82	85	SSW	1	o
Bacolod	9 a.m.	—	—	—	SW	4	o
Iloilo	"	29.72	82	—	SW	6	oq
Cebu	"	29.70	81	—	S	1	c
C. St. James	10 a.m.	—	—	—	—	—	—

July 21st, 1906, a.m.

		Bar.	Th.	Hu.	Wind		Wr.
Vladivostock	7 a.m.	—	—	—	—	—	—
Nemuro	6 a.m.	29.89	—	—	SE	4	—
Hakodate	"	29.85	—	—	—	0	—
Tokio	"	29.87	—	—	NE	2	—
Kochi	"	29.88	—	—	—	0	—
Nagasaki	"	29.84	—	—	—	0	—
Kagoshima	"	29.84	—	—	NE	6	—
Oshima	"	29.69	—	—	SE	2	—
Naha	"	29.58	—	—	NE	6	—
Ishigakijima	"	29.53	—	—	NE	4	—
Taihoku	5 a.m.	29.58	—	—	E	4	—
Taichu	"	29.55	—	—	E	2	—
Tainan	"	29.53	—	—	SE	2	—
Koshun	"	29.53	—	—	E	2	—
Pescadores	"	29.53	—	—	N	4	—
Weihaiwei	9 a.m.	29.85	80	—	S	1	b
Gutzlaff	"	29.71	79	91	ENE	4	cm
Sharp Peak	"	29.64	81	96	NNE	6	o
Amoy	6.30 a.	29.59	78	100	SW	3	or
Swatow	9 a.m.	29.54	79	94	—	0	b
Canton	"	29.58	85	87	N	1	b
Hongkong	10 a.m.	29.54	88	62	N	2	c
Victoria Peak	"	—	—	—	N	2	—
Gap Rock	"	—	—	—	—	—	—
Macao	"	29.54	86	—	N	1	c
Haiphong	"	—	—	—	—	—	—
Manila	"	29.69	79	92	ESE	1	o
Bacolod	9 a.m.	—	—	—	W	3	o
Iloilo	"	29.78	84	—	W	5	o
Cebu	"	29.70	85	—	S	2	b
C. St. James	10 a.m.	—	—	—	—	—	—

	July 20 at 10 a.m.	July 20 at 4 p.m.
Barometer	29.57	29.52
Temperature	79	81
Humidity	91	83
Rainfall	—	—

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME.	CLASS.	TONS.	GUNS.	I.H.P.	CAPTAIN.	LAST REPORTED AT
Alacrity	despatch-vessel	1,700	4	3,000	Commander E. La T. Leatham	Shanghai
Astraea	cruiser, 2nd class	4,360	10	7,000	Captain C. L. Vaughan-Lee	Shanghai
Bramble	river gunboat	710	6	900	Lieut.-Commander E. G. W. Davidson.	Yangtsze
Britomart	river gunboat	710	6	900	Lieut.-Commander W. L. Bamber	Yangtsze
Cadmus	sloop	1,070	6	1,400	Commander H. du C. Luard	Hongkong
Cherub	water tank and tug	390	—	300	—	Hongkong
Clio	sloop	1,070	6	1,400	Commander H. D. Wilkin, D.S.O.	Hongkong
Diadem	cruiser, 1st class	11,000	16	16,500	Captain H. W. Savory, M.V.O.	Yokohama
Fame	torpedo boat destroyer	306	6	5,700	Lieut.-Commander Hughes	Hongkong
Flora	cruiser, 2nd class	4,360	10	7,000	Captain H. Grant-Dalton	S. American Ports
Handy	torpedo boat destroyer	275	6	4,000	Lieut.-Commander H. B. Cox	Yokohama
Hart	torpedo boat destroyer	275	6	4,000	Lieut.-Commander R. Henniker-Heaton	"
Janus	torpedo boat destroyer	280	6	3,900	Lieut.-Commander W. H. Darwall	"
Kent	cruiser, 1st class	9,800	14	22,000	Captain S. V. Y. de Horsey	"
King Alfred *	cruiser, 1st class	14,100	18	30,000	Captain C. F. Thursby	"
Kinsha	river gunboat	616	4	1,200	Lieut.-Commander Percy Crabtree	Yangtsze
Monmouth	cruiser, 1st class	9,800	14	22,000	Captain J. A. Tuke	Yokohama
Moorhen	river gunboat	180	2	800	Lieut.-Commander Robert E. Vaughan.	West River
Otter	torpedo boat destroyer	350	6	6,300	Lieut.-Commander J. Kiddle	Yokohama
Rambler	surveying-vessel	835	6	650	Commander C. E. Monro	Hongkong
Robin	river gunboat	85	2	240	Lieut.-Commander C. C. Walcott	West River
Sandpiper	river gunboat	85	2	240	Lieut.-Commander H. T. Atlay	West River
Snipe	river gunboat	85	2	240	Lieut.-Commander J. T. S. Lyne	Yangtsze
Taku	torpedo boat destroyer	250	6	6,500	In reserve	Hongkong
Tamar	receiving ship	4,650	6	—	Commodore H. P. Williams	Hongkong
Teal	river gunboat	180	2	800	Lieut.-Commander E. Secretan	Yangtsze
Thistle	river gunboat	710	6	900	Lieut.-Commander R. M. R. West	Hongkong
Virago	torpedo boat destroyer	355	6	6,300	Lieut.-Commander Stevenson	Yokohama
Waterwitch	surveying ship	620	4	450	Commander R. W. Glennie	Surveying (Swatow
Whiting	torpedo boat destroyer	360	6	5,900	Lieut.-Commander C. E. L. Thomas	Yokohama
Widgeon	river gunboat	195	2	800	Lieut.-Commander G. B. Spicer-Simson	Yangtsze
Woodcock	river gunboat	150	2	550	Lieut.-Commander G. J. Todd	Yangtsze
Woodlark	river gunboat	150	2	550	Lieut.-Commander Jno. F. Knox	Yangtsze

* Flying Flag of Vice-Admiral Sir Arthur W. Moore, Commander-in-Chief.

Mails.

Intimations.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	POSITION AS PER LAST REPORT. AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	50,000	$125	$125	£1,000,000 / $9,500,000 / $250,000	$1,699,777	£1 15/- div. and £1 bonus @ ex. 2/09/16 =$26.87 for 2nd half-year 1905	5¼ %	$835 buyers / London £92
National Bank of China, Limited.....	99,925	£7	£6	£12,735 / $150,000	$74,099	$2 (London 3/6) for 1903	...	$47 cum call sa.
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	$250	$50	$1,600,000 / $147,895	$211,540	$20 for 1904	6 %	$340
North China Insurance Company, Limited	10,000	£15	£5	£100,000 / Tls. 100,000 / Tls. 50,000	Tls. 302,053	Interim div. of 7/6 @ ex 2/10 15/16 ..... Tls. 2.62 on account 1905	5¼ %	Tls. 90 sellers
Union Insurance Society of Canton, Limited	10,000	$250	$100	$2,000,000 / £40,000 / $331,131 / $1,153,844 / $169,279	$2,7[illegible]2,271	Interim div. of 13s for 1905	4¼ %	$810 buyers
Yangtsze Insurance Association, Limited	8,000	$100	$60	$8[illegible],000 / $61,[illegible]78 / $35,527	$508,334	$12 and $3 special dividend for 1904	8½ %	$175 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	10,000	$100	$20	$1,000,000 / $229,488 / $2,6[illegible]	$344,0[illegible]8	$6 for 1904	6¾ %	$88½ buyers
Hongkong Fire Insurance Company, Limited	8,000	$250	$50	$1,220,928	$422,618	$25 for 1904	8 %	$315 buyers
SHIPPING.								
China and Manila Steamship Company, Limited.....	30,000	$25	$25	$6,000	$6,563	$1½ for 1905	7½ %	$20
Douglas Steamship Company, Limited	70,000	$50	$50	$264,638 / $88,941	Nil.	$3½ for year ended 30.6.1905	8 %	$44
Hongkong, Canton & Macao Steamboat Co., Ld.	80,000	$15	$15	$250,000 / $600,000 / $154,331	$24,080	$1 for 2nd half-year making $2 for 1905 ..	7½ %	$27 sales
Indo-China Steam Navigation Company, Limited ...	60,000	£10	£10	£170,000 / £280,958 / £3,999	£2,4[illegible]2	10/- @ ex. 2/1 9/16=$1.69	6¾ %	$70 ex div.
Shanghai Tug and Lighter Company, Limited.....	200,000	Tls. 50	Tls. 50	Tls. [illegible]0,000	Tls. 23,156	Final Tls. 3 making Tls. 5 for 1905	8 %	Tls. 62 sellers
Do. (Preference)	100,000					Final Tls. 1½ making Tls. 3½ for 1905.....	6¾ %	Tls. 52 sales
"Shell" Transport and Trading Company, Limited...	£2,000,000	£1	£1	£400,000 / £4,144 / $65,000	£107,815	1/- (Coupon No. 6) for 1905	4 %	27/6
"Star" Ferry Company, Limited.....	10,000 / 10,000	$10 / $10	$10 / $5	$32,957	$218	$1.50 / $0.75 for year ending 30.4.1906.....	5 % / 3½ %	$30 / $21
Taku Tug and Lighter Company, Limited	50,000	Tls. 50	Tls. 50	Tls. 98,000 / Tls. 350,479 / Tls. 48,000 / Tls. 81,200	Tls. 13,913	Final of Tls. 2 making Tls. 4 for 1905	9 %	Tls. 45 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	$100	$100	$850,000 / $450,000 / $86,129	$40,914	Final of $15 making $25 for 1905	17½ %	$145
Luzon Sugar Refining Company, Limited.....	7,000	$100	$100	none	Dr. $132,588	$3 for 1897.....	...	$20 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 3,723	Tls. 2½ for year ending 30.9.04	...	Tls. 100 sellers
MINING.								
Chinese Engineering and Mining Company, Ld.....	1,000,000	£1	£1	£80,000 / £26,011	£13,355	1/- (No. 6) interim div. for 12 months ending 28.2.06.....	7 %	Tls. 10 sellers
Central Consolidated Mining Company, Limited ...	500,000	G $10	G. $10	none	G $909,050	Final of 50 cents making G $1 for 1905 ...	7 %	G. $14
South Australian Gold Mining Company, Limited	150,000 / 50,000	£1 / £1	1s/10 / £1	£4,873	Dr. £8,745	No. 12 of 1/-=48 cents	...	$3¼
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	$25	$25	$70,000	$8,915	$2 for 1905.....	9 %	$22
Hongkong & Kowloon Wharf and Godown Co., Ld...	30,000	$50	$50	$550,000 / $65,160 / $20,000	$10,040	Final of $3½ making $6 for 1905.....	5¾ %	$106 buyers
Hongkong and Whampoa Dock Company, Ld.	50,000	$50	$50	$49,500	$362,232	$6 for second half-year making $12 for 1905	8¾ %	$148 sa. & b.
New Amoy Dock Company, Limited.....	10,000	$6¼	$6¼	$88,000	$2,221	$1 for 1905	5¼ %	$18
Shanghai Dock and Engineering Co., Ld.	35,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905/6 ..	8¾ %	Tls. 90 ex div. sa.
Shanghai and Hongkew Wharf Company, Limited ..	32,000	Tls. 100	Tls. 100	Tls. 487,210 / Tls. 57,065	Tls. 57,065	Final of Tls. 8 making Tls. 14 for 1905 ...	6¾ %	Tls. 220 sales
Yangtsze Wharf and Godown Company, Limited.....	2,500	Tls. 100	Tls. 100	Tls. 30,000	Tls. 5,068	Tls. 18 for 1905	8 %	Tls. 225 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ld.	75,000	Tls. 100	Tls. 100	none	none	First year	...	Tls. 100
Astor House Hotel Company, Limited (Shanghai) ...	10,000	$25	$25	$14,516	$9,028	$2½ for year ended 30.6.1905	7½ %	$32½ buyers
Central Stores, Limited	6,000	$15	$15	none	$4,719	$2.40 on $12 for 1905..... 7 % on $7½ for 1905	13¼ % ...	$18 sales / $15½ buyers
Do. (new issue).....	24,000	$15	$15			None	...	$300 buyers
Do. (Founders').....	123	$15	$12					
Hongkong Hotel Company, Limited	12,000	$50	$50	$648,975 / $24,071	$619	$5 for second half-year making $10 for 1905	8 %	$125
Hongkong Land Investment and Agency Co., Ld. ...	10,000	$100	$100	$250,000	$67,830	Final of $3½ making $7 for 1905.....	6½ %	$114
Hotel des Colonies Company, Limited	10,000	Tls. 25	Tls. 25	Tls. 29,783	Tls. 1,935	Final of 6 %=10 % for 1905.....	14¾ %	Tls. 17 sellers
Hotel Metropole Company, Limited	7,000	$100	$100	none	$4,699	Final of $6 making $10	10 %	$100
Humphreys Estate & Finance Company, Limited ...	100,000	$10	$10	$208,386 / $50,000	$5,070	80 cents for 1905	7¼ %	$11 buyers
Kowloon Land and Building Company, Limited	6,000	$50	$30	none	$574	$2½ for 1905.....	6½ %	$38
Shanghai Land Investment Company, Limited	17,000	Tls. 50	Tls. 50	Tls. 869,493 / Tls. 170,000	Tls. 52,194	Tls. 3 for half-year 1906	5½ %	Tls. 110 ex d. b
West Point Building Company, Limited	12,500	$50	$50	none	$772	Final of $1.60 making $3.65 for 1905.....	7 %	$52
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ld....	15,000	Tls. 50	Tls. 50	Tls. 45,939	Tls. 100,000	Tls. 8 for year ended 31.10.1905	11½ %	Tls. 70 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	175,000	$10	$10	$30,000	$23,264	$1 for the year ending 31.7.05.....	7 %	$14 sellers
International Cotton Manufacturing Company, Ld....	10,000	Tls. 75	Tls. 75	Tls. 100,000	Tls. 18,718	3 % a/c 1898	...	Tls. 60 buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.	8,000	Tls. 100	Tls. 100	none	Tls. 36,760	Tls. 8 for 1905.....	10½ %	Tls. 75 sales
Soy Chee Cotton Spinning Company, Limited.....	7,000	Tls. 500	Tls. 500	Tls. 18,456	Tls. 35,986	Tls. 25 for 1905	8½ %	Tls. 300 sellers
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	$100	$100	none	$1,066	$7 for 1905.....	8¼ %	$85 sales
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	£814	£856	1/3 per share for 1905	8½ %	$7
Campbell, Moore & Co., Limited.....	1,200	$10	$10	$9,000	$1,097	$3 for 1905.....	9½ %	$32
China-Borneo Company, Limited.....	60,000	$12	$12	none	Nil.	$1 for 1904.....	...	$7½ buyers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 50,000	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905 ..	12½ %	Tls. 78 sellers
China Light and Power Company, Limited	50,000	$10	$10	none	$1,219	60 cents for year ended 28.2.06	6 %	$10 buyers
China Provident Loan & Mortgage Company, Ld. ...	100,000	$10	$10	$8,000	$1,581	80 cents for 1905	9 %	$9 sales and b.
Dairy Farm Company, Limited	25,000	$7½	$6	$25,000	$2,864	$1.20 for year ending 31.7.1905.....	7½ %	$16½
Green Island Cement Company, Limited	150,000	$10	$10	$410,000 / $500,000	$52,291	$2 dividend and 50 cents bonus for 1905...	8½ %	$28½
Hall & Holtz, Limited	21,000	$20	$20	$186,000	$20,893	$2½ for year ending 28.2.06	11 %	$23 sales
Hongkong Electric Company, Limited	60,000	$10	$10	none	$2,568	$1.00 / 65 cents for 10 months ending 28.2.06 ...	8 %	$15
Hongkong High-Level Tramways Company, Ld.....	1,250	$100	$100	$50,000	$2,796	$15 for year ending 30.11.1904	6½ %	$235
Hongkong Ice Company, Limited	5,000	$25	$25	$80,000	$3,776	Final of $15 making $19 for 1905	8 %	$240 buyers
Hongkong Rope Manufacturing Company, Ld.	50,000	$10	$10	$61,000	$5,813	$9 for 1905 on 5 shares	6½ %	$29
Hongkong Steam Waterboat Company, Limited.....	15,000	$10	$10	$2,500	$88	Final of 50 cents making $1 for the year...	11 %	$9
Maatschappij tot Mijn-, Bosch- en Landbouwexploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 547,502 / Tls. 27,003	Tls. 10,374	second interim div. of Tls. 7½ making Tls. 15 so far a/c yr. ended 31.10.06 ...	10½ %	Tls. 217½
Philippine Company, Limited	67,500	$10	$10	none	Dr. P. 34,324	None	...	$5 buyers
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 165,000	Tls. 11,017	Tls. 3½ final & Tls. 1½ bonus making Tls. 8½ 1905	6½ %	Tls. 132½ sellers
Shanghai Horse Bazaar Co., Ld.	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 9,751	Tls. 6 for 1904	11 %	Tls. 55 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 37,000 / Tls. 8,000	Tls. 2,753	Final of Tls. 8 making Tls. 14 for 1905 ...	9½ %	Tls. 145 sales
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 / Tls. 25,000	Tls. 1,452	Final of Tls. 3 making Tls. 5 for 1905	7 %	Tls. 72 sales
Shanghai Waterworks Company, Limited.....	7,200 / 7,200	£20 / £20	£20 / £10	Tls. 190,000	Tls. 85,592	Final of 37/6 making 52/6 for 1905/6 ..... First year	... ...	Tls. 36.5 sellers / Tls. 280 sellers
South China Morning Post, Limited	6,000	$25	$25	none	Dr. $41,934	None	...	$20
Steam Laundry Company, Limited	20,000	$ 5	$ 5	none	$1,334	50 cents for year ended 31.5.05	8½ %	$6
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,295 / Tls. 4,000	Tls. 1,012	Interim of Tls. 4 for year 1905/6	7½ %	Tls. 110
United Asbestos Oriental Agency, Limited	9,900	$10	$4	$22,000	$551	80 cents / $19.80 for year ended 31.5.1905.....	9 % / 11 %	$9 / $18.0
Do. (Founders')	100	$10	$10					
Watson, (A. S.) & Co., Limited.....	90,000	$10	$10	$300,000 / 125,000	$7,734	Final of 50 cents making $1, for 1905	7½ %	$13
William Powell, Limited	15,000	$10	$10	$4,500	$676	Interim div. of 50 cts. for the year 1905/6..	10 %	$10½

DIVIDENDS PAYABLE

Shanghai Land Investment Co., Ld.....	Tls. 3	20th July
Hongkong Land Investment Co., Ld.....	$3½	25th July
West Point Building Co., Ld.	$2	do
Shanghai Pulp and Paper Co., Ld.	Tls. 5	6th August

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The Hongkong Telegraph.

MAIL SUPPLEMENT.

(ESTABLISHED 1881.)

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BIRTHS.

On the 8th July, at Shanghai, the wife of F. CHAPLIN of a daughter.

On the 11th July, at Shanghai, the wife of T. P. BAPTISTA, of a daughter.

CABRAL.—On July 17, 1906, at 16, Wyndham Street, Hongkong, the wife of CARLOS CABRAL, of a daughter.

DEATH.

At Swatow, on the 17th instant, HAROLD HURTON, of Messrs. Butterfield & Swire, aged 38 years.

The Hongkong Telegraph

MAIL SUPPLEMENT,

ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, SATURDAY, JULY 21, 1906.

THE LAW OF LIBEL.

(14th July.)

A case of peculiar interest to all employers of typists and stenographers has just been decided in the Courts at home. In 1891 it was decided that the manager of a company, or other employer, who dictated a letter to a shorthand clerk, who type-wrote it and handed it to another clerk to press-copy, was liable "for publishing" a libel, if the letter was libellous, he being held to have "published" it to his two clerks. Had he written the letter himself and sent it direct to the addressee there would have been no "publication." The result of this is that heads of offices are not allowed to treat what transpires in the usual course of business in their own offices as confidential, which is, to say the least, hard on them. In the case referred to a man named Edmonson, a mining engineer, was engaged by one Horner, a director of the firms of Birch and Company, of London, and Birch, Kirby & Co. of Kobe, Japan, to go to Japan, to look after the firm's mining interests. That was in March, 1904. In May of the same year Horner wrote to the Kobe firm saying he was much afraid Edmonson would acquire valuable information at the expense of that firm, and use it not for their benefit but for his own. In June of the same year, under code, they wired "have no dealings with Edmonson; give notice of dismissal," and the Kobe firm terminated the employment of Edmonson. A case was then brought by Edmonson against Birch and Company for libel, and Horner admitted that he dictated the telegram to a typewriter, from the code book, and that it was available for perusal by all the clerks in the office. This was done in the usual course of business. The Court, of course, held that there was "publication," and awarded the plaintiff £80 damages. The outcome of this is that business men, however busy, must write confidential letters with their own hands, as the law holds that their clerks are not part of the machinery of their business, but members of the public. "The consequence of extending privilege," said the learned Judge, "would be that every merchant, solicitor, or company, carrying on business through agents, would be privileged to communicate to, and disseminate by, those agents, libels concerning any person they pleased. In my opinion an alteration of the law of libel which would enable persons to defame the characters of others cannot be brought about." A solicitor, according to Lord Justice Kay, is engaged in mainly disseminating libels to his clerks, and he, for one, was not going to tolerate it. So that, at present, if a merchant or other person has to write a confidential letter reflecting on other persons, which are ordinarily considered not libellous, he should carefully avoid the typewriter, and use his own personal pen.

THE "SAINAM" PIRACY.

(16th July.)

Seldom have the people of Hongkong been brought to a more vivid realisation of the dangers which beset passengers voyaging along the West River, by the existence of piratical pests—who ought long since to have been exterminated as vermin from the face of the earth—than they were on Saturday, when we issued a special express recounting the dastardly attack on the passengers and crew of the well-known steamer *Sainam*, some fifty miles from Canton. More sensational news has not been circulated in the Colony for some time, and it was little wonder that, while the details shocked all readers, the utmost anxiety was manifested to obtain additional particulars. The further news which we published yesterday, in a special Sunday edition of the *Hongkong Telegraph*, fully corroborated the telegram which we were the first to issue on Saturday. Some of our contemporaries, whom it is needless to mention, have sought to cloak the inefficiency of their Canton and West River telegraphic services under a specious declaration that they alone knew of the tragedy of the *Sainam*, and forestalled us in acquainting the public with the outrage on Europeans and natives, but such claims are too ridiculous, in the face of the actual facts, to be worthy of serious disclaimer. Those most intimately concerned in the matter are well aware to whom the credit of publishing the first information on the subject is due, and needless to say that honour belongs to the *Hongkong Telegraph*. Without further digression, it must be evident to all who have read the report of the attack on the *Sainam* that this is the culmination of the series of piratical affrays which have occurred of late within a hundred miles of Hongkong. Civilisation can no longer tolerate the existence of these pestiferous gangs who roam at large along the West River and the Canton delta, pillaging, plundering and committing untold hardships, even to the extent of murder and rapine, on those whose business requires their presence on the river. The pirates have generally confined their infamous assaults to small native vessels—junks and the smaller launches. But, grown bolder by repeated successes, and more audacious by the knowledge of the cargoes carried in the big river steamboats, the pirates are now apparently prepared to perpetrate outrages on vessels commanded by Europeans, and to halt at nothing to attain their ends. Not even at murder do they stop, as the death of the lamented Rev. Dr. R. J. J. Macdonald too clearly shows; and that Captain Joslin and Chief Engineer Seggie survive may be attributed more to their own fortitude and ready sense than to any clemency on the part of the marauders. Dr. Macdonald died as he would have wished, a martyr at the post of duty, while succouring a fellow creature in the forefront of danger. But we should not forget the undoubted gallantry of the Chinese fireman, who indubitably saved his chief's life when it was not worth a moment's purchase; or the bravery of the Chinese passengers who offered resistance—futile, it is true—in the face of overwhelming odds. The Europeans were caught unarmed, unprepared and without a chance of effective opposition to the pirates; but they did their duty like men, and need feel no shame that the vessel was dismantled, looted, and turned adrift. That any are left alive is a miracle, and certainly not due to the indulgence of the river robbers, but to the merciful intervention of Providence. The attack on the *Sainam* was no pettifogging affair, originated on the spur of the moment by some miserable miscreants, who saw a chance to escape scot-free in the event of failure. It was the work of an organised gang of pirates, premeditated and planned days ahead, and carried out with an utter abandon and recklessness of consequences. The scheme was arranged with an unusual attention to detail and it is evident that there was a master-mind behind it. Between 100 and 150 men were engaged to overpower the Europeans, and beat down the slightest resistance which might be shown by the affrighted Chinese passengers. Junks were in readiness to carry away the booty and the piracy was unfortunately only too successful. Here, then, we are confronted with a situation which reflects little credit on the Chinese authorities or on the foreign gunboats which are supposed to patrol the West River. It will be recognised that there must be some reason for the numerous piracies which have occurred within the last few months on the Canton delta and West River. There is no doubt that trade is at a standstill. No resident can recall when there was such a depressed state of affairs for many years back. Laboprers in the district ranging from Canton to Wuchow are without employment and are living from hand to mouth. The silk crop has failed as the result of floods; the tea crop has been worse this season than it has been for years—only a single shipment having been made. The failure of cotton yarn dealers has accentuated the general depression of the countryside. Men who formerly remained honest in spite of all vicissitudes and adversity have been rendered desperate through want, and once the yoke of the law has been flung to the winds the situation is perilous. The destitute are only too willing to become the tools of scheming scoundrels and the result is seen in the nests of pirates which abound in the adjoining waterways. The desperado never willingly changes his ways, and it therefore behoyes the Powers to adopt such measures as will effectually decimate the pestilential plagues of the Canton rivers. It has been suggested that the Mandarin at Samshui failed in his duty when he sent an official of low grade to make investigations regarding the outrage, but as a fact the Mandarin could do nothing more, pending the appointment of a Mandarin of Imperial grade. The latter has now been appointed by the viceregal authorities in the capital of the Province, so that we need not be unduly quick in condemning the Chinese officials in this particular, at least. It must be borne in mind that the *Sainam* was trading in those waters at her own risk to a certain extent, and therefore an indemnity is probably out of the question. But all these considerations cannot blind responsible men to the fact that the West River is in a deplorable state of lawlessness, when it is possible for armed gangs of thieves, robbers, pirates, and murderers to practise their nefarious professions with absolute impunity, to the dislocation of honest trade and the danger of every visitor in the district. Such a condition of things is a disgrace to the Chinese Empire, but the Foreign Governments represented by gunboats between Canton and Wuchow are no less blameworthy. What is wanted is better surveillance of the Canton rivers. At present there are two British gunboats, two French, one German, and one American, or six in all on duty in that district. It is not an infrequent spectacle at Canton to see three or four of these vessels lying peacefully in the river, while the others may be luxuriating, or rather vegetating, at Macao. Why should there not be some form of co operation, some harmonious utilisation of international strength, whereby the river would be subjected to regular patrol from Canton to Wuchow, so that a busy waterway might be maintained clear of marauding bands? A system could easily be framed so that while the river in the vicinity of Canton was under the vigilance of the gunboats, neither Wuchow, Samshui, nor the intervening districts should be neglected by these international police. The knowledge that such a patrolling system existed would inspire confidence in the traders and foster communication with inter-river ports, while it would also induce a holy terror in the hearts of those who at present flaunt the black flag of piracy on the river and assert buccaneering rights over the hapless inhabitants in the riverine districts. No longer should we be told of the effrontery of pirates who had the audacity to "hold up" a British steamboat for a whole hour, while they ransacked, looted and belaboured the unfortunate crew and passengers at their own sweet will, then transferred the valuables selected into five junks in waiting, and made off, in perfect safety, without let or hindrance. The attack on the *Sainam* is the boldest that has taken place for some years, but in how many cases have the terrorised crews failed to report the fact that their junks have been ruthlessly swept bare of all they contained? If the piracy on the *Sainam* awakens the Powers to a proper appreciation of the situation it will not have been in vain, or altogether regrettable. It is to be hoped that the matter will be brought to the attention of the House of Commons, for what is the benefit or advantage of living under the shadow of the Union Jack, and boasting of the vessels which fly the blood-red flag of St. George, if our wrongs at the hands of impotent authorities are not to be forcibly righted and our fears and doubts dissipated once and for all?

THE HARBOUR MASTER AND HIS STAFF.

(17th July.)

Nothing which affects the interests of the shipping community of Hongkong can pass unnoticed by the Colony at large, for the prosperity of the shipping industry implies to a very great extent the advancement of the Colony. The ceremony which took place yesterday, when His Excellency Sir Matthew Nathan formally opened the new Harbour Offices, is therefore invested with special interest to all who are concerned with the material progress of Hongkong. It had long been apparent to those who had given the matter a thought that the old offices were utterly inadequate for the requirements of the Department, and were also derogatory to a port which can boast of dealing with the greatest amount of tonnage in the world. Indeed, the fact that the Harbour Authorities conducted the immense business of the port under such restricted and hampering conditions speaks volumes for the capacity of the Harbour Master and the able co-operation of his assistants. The saying that a good workman does not complain of his tools contains a patent fallacy, for it is beyond question that only under the best conditions can the best work be accomplished. The old offices were dingy, cramped and unsuitable; they were a standing reflection on the niggardliness of the Colony, especially when it was taken into consideration that minor departments were housed in palatial buildings, with every modern convenience at hand and every facility provided for the quick despatch of business. Notwithstanding all drawbacks, however, the various Harbour Masters that have occupied the post now so worthily held by the Hon. Captain Barnes-Lawrence, R.N., and the staff succeeded in dealing with the multifarious duties of the Department in a manner which secured complete approval of those who had business with the shipping office. There may have been occasional hitches—that must have been practically inevitable; but they did not come to the notice of the general body of shipping men, and certainly were unknown to the public of Hongkong. The new building is by no means a pretentious structure, but doubtless it will suffice; at least it is a vast improvement on the old offices. One of the features of the Harbour Master's introductory address at the opening ceremony, yesterday, was the evidence it afforded of the unanimity of interests which exists between the head of the Department and the staff. So seldom is it that the chief of a Government office recognises the valuable assistance rendered by tried and capable assistants that the speech delivered by Captain Barnes-Lawrence becomes all the more noteworthy. The generosity of the Harbour Master in this respect is only equalled by his modesty in matters concerning his personal work towards the development of the port. Captain Barnes-Lawrence stated that when the present Governor arrived in the Colony, "the life blood of the harbour office was gradually ebbing away. The older officials were being pensioned off and there was difficulty in getting men to come forward to enlist in the services of the harbour office on account of the stagnation in promotion and the difficulties in connection with salaries." Accordingly, an investigation was made, and a new system of promoting and rewarding old and proved officials was brought into force, with the result that the Harbour Master could declare, with some pride, that the services of two officials who had 34 and 36 years' record, respectively, at their credit had been retained to the advantage of the Department and the benefit of the shipping community. There can be no doubt regarding the wisdom of retaining in harness men of long experience and wide local knowledge. Harbour Masters come and go, here to-day and at the ends of the earth to-morrow. No matter how energetic, self-sacrificing and gifted the head of a department may be, he cannot fail to have recourse to his assistants, who have spent long years in the service, for advice and suggestions. To particularise, Mr. Botelho, the chief clerk, has become acquainted with the endless forms and methods of the Harbour Office, after an experience of over 30 years such as no Harbour Master could acquire during the period of his command. He is brimful of precedents and processes; the routine of the Department is at the ends of his fingers; he is a living encyclopædia of local nautical affairs from the official standpoint. With equal truth our remarks apply to Mr. A. P. Guterres, deputy superintendent, Mercantile Marine Office. In these circumstances, it is a wise Government which seeks, by a judicious system of reward for faithful work done, to retain the services of such worthy officials on the staff. Without the assistance which such officials can afford, the chief of a department would necessarily be at a disadvantage in the conduct of his office, and, what is more, the lengthened period of active duty gives force and authority to the advice tendered by such officials. The services of the chief clerk of the Harbour Office must, therefore, be invaluable to the Department, and his knowledge must greatly facilitate the business of the office, and in no small measure relieve the Harbour Master of much onerous work, which he would otherwise be compelled to supervise personally or delegate to incompetent or at least inexperienced hands. It is gratifying to note that the Government recognises this fact, but it is still more gratifying to observe that a high official does not hesitate to express his appreciation of the assistance rendered by the principal members of his staff. Captain Barnes-Lawrence, in this respect, has set an example which should be a light and a beacon to other departmental heads, for it is manifestly obvious that a public recognition of the conscientious labourer will conduce to increased efforts on the part of the individual members of the staff—the subordinates who are too often hidden away in cellar-like seclusion when praise is abroad—to secure the efficiency of the department with which they are connected. Probably the secret of the smooth working of the Harbour Office lies in the appreciative attitude of Captain Barnes-Lawrence towards his juniors. It is so seldom that the suggestion of a complaint is heard against the Harbour Office that when one does arise it is seized on with avidity. Captain Barnes-Lawrence has had a long and varied experience in official spheres. He has seen active service in every part of the world, occupied a position in the Naval Intelligence Department, and before coming to Hongkong was Captain of the Port of Gibraltar. His wide range of duties admirably fitted him to deal with the manifold interests of Hongkong, where so many different nationalities are perpetually in a state of armed neutrality. He has secured the esteem and confidence of shippers and seafaring men by reason of his absolute fairness and the high principles which guide his conduct in departmental work as well as in private life. Hongkong became the premier port in the world since Captain Barnes-Lawrence took command of the Harbour Office, and it is certain that every effort will be made by him and his staff to maintain that position, in which they will be greatly helped by the the acquisition of their new and more commodious offices which were opened under such agreeable and felicitous conditions.

THE PROPOSED CANTON MEDICAL COLLEGE.

(18th July.)

None who has followed with any degree of interest and sympathy the development of the Canton Christian College along the most modern scientific lines can have failed to appreciate the energy and whole-hearted spirit of devotion which animate the staff and characterise the American supporters of the institution. Much has been done by the College in the way of "removing prejudice, winning confidence," and opening the way to the regeneration of the people. Dispensaries have been opened and hospitals erected, but a scheme has lately been projected which, if adopted, should exert a much wider influence on the native mind and extend the capacity of the faculty to attain the ends they have in view. Some time ago the Christian Association of the University of Pennsylvania considered they would be fulfilling a noble duty by establishing a thoroughly equipped medical college in China, and the initial steps were taken with the object of deciding whether such a scheme could be carried into effect. A committee of alumni was appointed to develop plans, and, in conference with the trustees of the Canton College, the committee decided that if the trustees of that institution were willing to turn over to them the medical work thus far developed they would then take steps to investigate the feasibility of such a proposition. Acting upon the advice of the faculty of the college the trustees signified their desire to have the University Christian Association undertake the founding of such a school. Accordingly, a representative of the Association was deputed to visit Canton and learn on the spot what will be necessary to convert the present school into a first-class medical college. The representative of the Pennsylvania Association spent some three months at Canton and framed a report which is now under the consideration of the committee in America. Dr Andrew H. Woods, one of the professors in the faculty of the Canton Christian College, who is also a graduate of Pennsylvania University, has enthusiastically supported the proposal and submitted several suggestions to the American committee on the subject. He postulated that a first-class medical school should be founded in Canton; that the trustees of the Canton Christian College be relieved of all responsibility; that four physicians should be added to the faculty and be at work in Canton within two years; and that money be raised to purchase a site and to erect a dispensary as a beginning of a larger hospital to be erected when sufficient teachers are on the field to man it. Although it does not appear that the scheme has yet been definitely adopted, there is every reason to believe that the committee's decision will be favourable to the establishment of such an institution as that outlined. It cannot be doubted for a moment that the presence of an up-to-date medical college at Canton would vastly increase the power for good at the command of the American missionaries in Kwangtung. While there may be distrust among the natives as to the ability of foreign physicians to charm away pain and relieve suffering—a distrust founded on superstition and ignorance—the same remark does not apply to native practitioners trained under competent men in Canton. Presumably, the medical school would grant degrees, but whether those degrees would carry the same weight as the hall-mark of Pennsylvania University is another question, although the difficulty might easily be overcome by setting before the students the examination papers used at the *alma mater*, following the principle adopted in the Oxford and Cambridge Local Examinations. At all events, such a college for the training of native Chinese in the art and practice of medicine must prove of incalculable benefit to the southern provinces of China. Hongkong has its medical school for native students; Singapore is provided for by the generosity of the towkays in the Straits; and now Canton will be on a level with, if not actually in advance of, the British colonies in the Far East. The regeneration of China is proceeding with a vengeance, and the effects will be apparent at no distant date. Nothing but good can *spring from education*, and those who have watched the efforts of the American missionaries in the Far East, and especially in Canton, to lighten the darkness of the people can have nothing but praise and admiration for the work already achieved and the highest hopes may be entertained of the results to be attained in the near future.

"AT HER OWN RISK."

A sentence which appeared in our editorial columns on Monday regarding the *Sainam* piracy appears to have aroused considerable discussion in shipping and other circles in Hongkong. We observed that: "It must be borne in mind that the *Sainam* was trading in those waters at her own risk to a certain extent, and therefore an indemnity is probably out of the question." To remove any ambiguity that may exist, we may state that we did not raise the question that in trading at her own risk the *Sainam* was pursuing any illicit traffic in plying on the waters of the delta, since she was quite within her rights in trading between ports which are open under Treaty. The inference has been drawn from our first article that the phrase "at her own risk" implied that the *Sainam*, or any other boat for that matter, was performing an unprivileged act when plying within the waters where the outrage was perpetrated. What we really intended to convey was that the *Sainam* incurred risk in a region notoriously infested by organised bands of marauders and the worst malefactors that China can produce. From the context of our article, it might have been seen that we contended the surveillance on the river was inadequate. The inefficiency of the Chinese Imperial floating guards was also brought into prominent notice—hence the risk incurred by British or other foreign vessels in the navigation of the delta. Vigorous protest must be made so as to secure more adequate protection for tradal interests in those waters, but that valid indemnity can be claimed as a right under Treaty articles must remain a very fine point, to be settled by diplomatic negotiations.

OPIUM TRADE ABUSES.

(19th July.)

The professed ignorance of those in high places is often bewildering, but Mr. Churchill, the Under-Secretary of State for the Colonies, may be excused for his declaration in the House of Commons (according to Reuter) that he was unaware that the system of farming the opium revenue in the Malay States, Singapore and Hongkong had given rise to any abuses. Naturally, it is in the highest degree improbable that those who could speak with authority on the subject should enlighten the Government, for self-interest is a powerful curb on the tongue. And the victims of the abuses are but small fry, of no consequence, whose plaints would give rise to laughter rather than redress. It would be interesting to learn the circumstances which gave Mr. Churchill occasion to disclaim any knowledge of abuses in the opium trade, but, necessarily, we shall have to await the arrival of the mail before we are acquainted with the full particulars. Doubtless the right hon. gentleman spoke in perfect good faith, but those who have had experience of the methods adopted by the Opium Farmers' underlings in the Malay States, Singapore and Hongkong, or even those whose experience has been confined solely to Hongkong, are but too well aware that abuses do exist and occur daily. In the first place, the monopolist is vested with an amount of authority and power which practically confer upon him the rights of a despot. The authority which belongs to him by reason of his monopoly is delegated to assistants—excise officers they are called—who are seldom loth to exercise the arbitrary powers at their command, with the result that the unfortunate Chinese who may be suspected of harbouring a quantity of opium are mercilessly browbeaten at the whim and fancy of these officers. It seems to be a settled idea among the servants of the Opium Farmer, here and elsewhere, that every Chinaman, and particularly every coolie, is an opium smuggler at heart, and were there a sufficiency of opium officials there can be no doubt that every passenger arriving at Hongkong from the mainland would be subjected to a rigorous search, and even then the Opium Farmer's minions would incline to the opinion that, if they failed to discover the drug, that only proved the immigrant to be more wily and astute than themselves. Only the other day a Chinese gentleman who came to Hongkong from Canton wrote to the *Hongkong Telegraph* complaining bitterly of the treatment he received on arrival at the hands of the Opium Farmer's detectives. He was ordered to open his trunks by an overbearing fellow-countrymen and on refusing to do so until the excisemen produced his authority, the latter promptly called a policeman to his aid. Of course, the policeman was only too happy to oblige his amateur colleague, and the luggage was opened and the contents scattered over the ground. Nothing was found, but does anybody believe that the policeman and the detective are now convinced they were not duped? What adds to the indignity of these searches is the fact that they are usually carried out in the full gaze of a jeering crowd of tatterdemalions and vagabonds, who appraise each article as it is produced. Occasionally, as we know, a capture is made, but the percentage of the detective's successes to the number of searches carried out under his eye must be extremely small. But examining the luggage of passengers is only small part of the excise officers' duties. They roam the city day and night seeking whom they may devour. They enter private houses at all hours and turn the households upside down in their efforts to locate the drug. Their attention is not confined to native quarters for they are equally pleased to ransack European houses. In fact, they derive a greater measure of satisfaction from a raid on a foreign establishment than on a Chinese tenement, for the simple reason that the Europeans generally lose their temper at the suggestion that they are attempting to defraud the Opium Farmer, while the Chinese submit to the demands of the arrogant visitor with the meekness born of despair. It is no difficult matter for the Opium Farmer to obtain a warrant to enter any particular house, and backed by the majesty of the law in the person of a constable the searcher can make matters decidedly uncomfortable for the suspect. Instances *ad lib.* could be produced to show how unwarranted many of these visitations are, but

residents in Hongkong know the cases only too well to be in need of reminder. The worst feature of the whole business is the system of rewarding informers. It is safe to say that many a coolie has suffered imprisonment through the spite or jealousy of a neighbour. There is nothing easier in the world than to obtain revenge by concealing a quantity of opium in an enemy's house and then denouncing him as a smuggler to the Opium Farmer. Nobody will deny that such cases have happened, and how is the Magistrate to sift the truth from the falsehoods employed to bolster up the charge against the unfortunate defendant? The latter is punished while the "informant" is rewarded for his perspicuity and honesty. The system of calling for informants puts in the hands of the unscrupulous a weapon which is a menace to the community. It is anomalous that the Opium Farmer should be granted powers which should only be wielded by the duly constituted authorities. The competition for the monopoly is so keen that when it is obtained every effort has to be made to keep down expenses. The result is that the Farmer is ever on the outlook for leakages, and he is assisted by a horde of authorised and unauthorised detectives whose whole aim and object in life is to discover the illicit article. There is no sanctity about a private house for them. "An Englishman's house is his castle" is an old saying, which was very properly quoted by one of the Police Court Magistrates yesterday, but there is no moat or drawbridge against the opium exciseman in Hongkong. Should the occupier of the house remonstrate against the high-handed actions of the uninvited guest, he is promptly confronted with a police constable, who enforces the demands of the Opium Farmer's licensed disturbers of the peace. There is not the slightest doubt that the unlimited power granted the Opium Farmer and, through him, his servants to harass the ratepayers and annoy the native visitor by obnoxious examinations is entirely foreign to British principles of justice. The revenue of the Colony is a great consideration in the eyes of the Government, and the fact that the revenue is greatly augmented by the proceeds of the opium monopoly must weigh heavily in the scale against the comfort and rights of the citizen, but we believe the majority of people would prefer to see the revenue obtained from some other source rather than have their liberty and constitutional privileges trampled under foot by the irresponsible and impudent servants of the Opium Farmer. If Mr. Churchill is not aware of any abuses there are hundreds in the Malay States, Singapore and Hongkong who would be only too willing to remove the veil of ignorance from his eyes. He said that "he was unable to see what alterations could usefully be made." To begin with the power of the Opium Farmer should be greatly restricted, the system of rewarding informers should be abolished, the house to house visitations in search of problematical *caches* should be forbidden, and men of discretion should be appointed to deal with suspects arriving from Canton and elsewhere. A wholesome and much needed reform of the opium trade would flow from the adoption of these suggestions; many of the abuses now existing would disappear, and the way would be paved for further and more drastic alterations conducive to the security, convenience and rights of the people generally.

"WITHOUT POLICE PERMISSION."

Curio-hunters, who seek to enlarge their collection of krises, dahs, scimitars, and Samurai swords, should avoid Hongkong, for it has just been laid down that any dealer who exposes swords for sale without the permission of the police—which is a difficult thing to obtain—is liable to be fined, imprisoned, exposed in the stocks and possibly beheaded with his own weapon. These facts emerged in the course of a case which was heard in the Police Court yesterday. A Japanese dealer in curios was charged with having ten Japanese swords in his possession "without police permission," as the report had it. The weapons were apparently of the very character to send a collector into ecstasies; the handles were of beautifully carved ivory and the sheaths were of the same material. No doubt they depicted some of the glorious scenes which occurred in the far-off days when the shoguns reigned supreme and *hara-kari* first became a fine art. The Japanese merchant prized these trophies of the past as the pride of his establishment. They were regularly cleaned and burnished till the blades shone and the figures on the ivory seemed to leap with joy. Then the law stepped in. Had our friend and ally received permission from the police to exhibit swords all would have been well, but our friend and ally having neglected that precaution he was courteously informed that he would have to appear in Court and explain this remissness in his conduct. The Judge, Mr. Gompertz, took a sane and common-sense view of the matter. If the police visited another but more aristocratic Japanese curio establishment in the city they would doubtless also find some fancy swords there "without police permission." But even Mr. Gompertz could not over-ride the law, and the result was that the Japanese offender had to pay a fine of $1—and the swords were confiscated! If the Japanese understood English he must have been astounded. The magistrate remarked, however, that an application to the Chief of Police might secure the return of the swords. But can the Chief of Police over-ride the law? Is he invested with greater powers than the Magistrate? or was this merely a little byeplay to impress the culprit with the enormity of his offence and the benign graciousness of the British Raj towards a benighted foreigner? Of course, the curio-dealer will get his goods back; it would be preposterous if the police retained the swords; but he will have to send them out of the country. The law may be all right when the parties accused of having swords in their possession "without police permission" are manifestly endeavouring to secrete the weapons for unlawful purposes, but the case is altered where a curio-dealer is concerned. However, the hunter after curios will take the hint that he need not think of acquiring specimens of Far Eastern warlike instruments in Hongkong. The only sword that is legally permissible is that owned and wielded all too frequently by an individual known as Damocles.

THE CHINA ASSOCIATION AND THE "SAINAM" AFFAIR.

(20th July.)

One of the faults of the Hongkong branch of the China Association, as it appears to the outsider, is the comparative privacy under which its proceedings are conducted. As a rule, the efforts of the society to maintain British prestige and international rights in the Far East only come to light when the "proceedings" are published, which means that months elapse between the date of the communications to London and the public statement. This was particularly noticeable in the case of the currency last year, when the judgment of the Association would have been invaluable as a guide to the community. That the Association is a living and vital force in the Colony and that it is not disposed to ignore questions which are matters of the moment is shown by the fact that an extraordinary general meeting has been called for to-morrow to discuss "the question of piracy on the West River." And not only are the members to sit in conclave on this all-important subject but the Press has also been invited to attend. Undoubtedly a question which affects most people in Hongkong should be discussed by a responsible and authoritative body such as the China Association, but it could never be properly or fully ventilated except through the medium of the Press. It is in a spirit of the utmost modesty that we claim to have been the original means of bringing this outrage to the knowledge of the public, and we hold that the Hongkong branch of the Association, in recognising the value of the Press, (which is public opinion) is acting in a manner that will commend itself to all its well-wishers. In ordinary matters of detail the Hongkong branch may discuss and decide *in camera*, but the *Sainam* affair is of world-wide importance, for it affects every nation which dreams of dealing with the treaty ports of the West River, or, rather, of South China. This piracy of the *Sainam* was committed on a vessel flying the British flag, but there is evidence to prove that had the ship been under the flags of France, Germany, the United States, or any other Power, the result would have been the same. It was a premeditated act which cannot be shelved on a plea of *non possumus*. No doubt the Chinese authorities will make a show of attempting to capture the pirates. Expeditions will be sent here, there and everywhere and some miserable malefactors, who, possibly, had nothing to do with the affair will be caught, but the ringleaders will escape, as they have done before, and in time the matter will be forgotten altogether in the interest concentrated on immediate events." It is eminently satisfactory, therefore, that the Hongkong members of the China Association are taking the matter up, because with the powerful backing they have at St. James's they may succeed in putting an end once and for all to the licence of desperadoes who rule the West River and the Canton delta. The resolutions adopted should convince the London members that the time for action has arrived, that there must be no more dilly-dallying, that there should be a systematic patrol of the main waterways of South China in order that the pirates and their parasites may be rooted out, and that the Admiralty should be informed of the necessity of drastic measures being adopted. Great Britain should take the initiative in purging the West River of the lawless bands which infest the district and terrorise the inhabitants ashore and the dwellers afloat; and it is certain that once a firm front is shown by the British naval authorities the other countries which maintain gunboats at Canton would not be slow to follow the lead of the premier country. The Hongkong branch of the China Association can achieve great results if the matter is presented clearly to the central body, and all who have followed the *Sainam* piracy will read with interest the proceedings at the meeting to-morrow. At the same time, the fact that the China Association here has taken up the question does not preclude the Chamber of Commerce from dealing with the matter, and we trust that representations will be made by that body to the united Chambers in the British metropolis.

HONGKONG'S POPULATION AND ASSESSMENTS.

An attempt was made at a meeting of the Sanitary Board some weeks ago to show that owing to the repressive measures adopted by the Government to check the ravages of plague, and the consequent discomforts and inconveniences suffered by the Chinese, there had been a remarkable exodus of native residents from the Colony. It was alleged that the Chinese had been subjected to the most annoying and irritating conditions, and those who were in a position to do so preferred to abandon their business in Hongkong rather than submit to the inquisition of the Sanitary Department. One member asserted that over 50,000 residents had left the Colony, but that figure was subsequently reduced to 30,000, although, of course, the numbers in both cases were simply guesswork, and based on no more solid foundation than the inward beliefs of the elected members. Until the census is taken in November it will be impossible to state with any degree of certainty how far the precautionary measures adopted against the spread of disease has affected the resident population of Hongkong, but in the meantime some clue is furnished in the report on the assessments for the year. In that report, which appears in the Government *Gazette*, it is stated that the number of vacant tenements in the City of Victoria averages about 220 a month, as compared with 165 last year. It can hardly be argued from those figures that there has been an abnormal exodus of natives from the Colony during the present year, especially when it is considered that the rateable value of new and rebuilt tenements exceeds $400,000 for the year. The fact that there is a slight increase in the number of vacant tenements only goes to prove that there has been a wider diffusion of the population, and that a serious endeavour has been made to deal with the congested quarters of the city. It is also probable that the domiciliary visits made by the officers of the Sanitary Department to prevent over-crowding have had the effect of spreading the population over a wider area, while the erection of new buildings would naturally attract those inclined to live under healthier conditions, away from the hovels and barn-like tenements in which they were formerly obliged to dwell. But granting for the moment that there was a phenomenal exodus of Chinese residents as the result of the enforcement of plague restrictions, it must of necessity be admitted that there has been a corresponding influx of natives, otherwise the official figures as to vacant tenements in the city are unexplainable. It can scarcely be seriously alleged, however, that 30,000 people left the Colony and their place was taken by 30,000 newcomers. It must be remembered that we are speaking of residents, not transient visitors. It seems improbable, therefore, that there was such a decrease in the number of what may be called citizens, or, at least, ratepayers, and the members of the Sanitary Board who made the assertion that the Chinese had emigrated in their thousands simply to signify their displeasure with the methods of the Department must have been misled by erroneous statements, for the evidence is wholly against them. Turning to the assessments of the Colony, we find that the rateable value has increased from $10,472,278 to $10,930,273, an addition of $457,995 or 4.37 per cent., which is quite satisfactory. The rateable value of Victoria has increased from $8,831,815 to $9,207,595, an addition of $375,780 or 4.25 per cent. A considerable portion of that increase may be attributed to fresh assessments on houses which have been rebuilt or reconstructed. It must be remembered that the population of Hongkong is essentially migratory in character. At no time can it be said explicitly that there are so many people who are citizens in the Colony, because owing to our proximity to cities like Canton, Amoy and Swatow, and the neighbouring Colony of Macao, and particularly on account of our trade with these ports, there is always a large floating population who are in the city but not of it. It is noteworthy that there has been an increase in the rateable value of every section of Victoria with two exceptions—Wanchai and Bowrington, which have declined $875 and $600 respectively. It would be interesting to learn the causes which have contributed to these decreases, for it was generally thought that both the districts of Wanchai and Bowrington had been flourishing from the property-owner's point of view during the year, but no explanation is offered, and we can only assume that the decline is an ephemeral one, and in no way to be accepted as an indication that these localities are losing favour in the eyes of residents. The valuation of the Hill district has increased by $3,895, the present rateable value being stated as $252,160. The largest increase in the assessor's figures occurs in the Chungwan or central district of Victoria, where the valuation has risen from $3,400,250 to $3,595,145, an addition of $194,895. Kowloon Point and Kowloon villages are worth $1,214,049 which means that the valuation has increased by $73,775 or 6.46 per cent. Altogether the annual rates of the Colony including Kowloon City and Shamshupo have increased from $1,331,895 to $1,395,934 an addition of $64,038.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

PIRATICAL OUTRAGE.

BRITISH S.S. "SAINAM" HELD UP.

MISSIONARY DOCTOR SHOT.

CAPTAIN AND CREW SEVERELY WOUNDED.

STUBBORN FIGHT.

[*From Our Own Correspondent.*]

Shameen (Canton),
14th July, 10.35 a.m.

A dastardly piratical outrage has occurred on the West River.

The British river steamer *Sainam* was held up by a gang of seventy pirates on the West River at seven o'clock yesterday evening.

The Rev. Dr. R. J. J. Macdonald, of the Wesleyan Missionary Society, was shot.

Captain F. Joslin, of the s.s. *Sainam*, is badly wounded.

Chief Engineer Seggie was rescued behind the boilers badly burned.

A Chinese passenger, who tried to offer resistance against the pirates, was killed.

In looting the passengers' luggage for spoil, the pirates forcibly broke open trunks and smashed cabin doors indiscriminately.

When the gang had finished looting they left the ship by "dschonks" (*sic*) [junks?] which were lying in wait in the vicinity.

The crew of the junks had their naked bodies painted in different colours.

The Commissioner of the Maritime Customs at Wuchow [Samshui?], Mr. Lindholm, has reported the matter to the Viceroy at Canton.

H.B.M. Consul-General Mansfield has left Samshui on board the gunboat *Moorhen* for the scene of the outrage, fifty miles distant from Wuchow [Canton?].

The Chinese Admiral [mandarin?] at Samshui despatched only a mandarin of inferior grade for the purpose of conducting investigations. This official is also on board the gunboat.

[The s.s. *Sainam* is a vessel trading between Canton and the West River and is attached to the joint service of the Hongkong, Canton and Macao Steamboat Co., Ld., the China Navigation Co., Ld., and the Indo-China S. N. Co., Ld. She is of 588 tons and was until recently commanded by Captain J. Willox. Capt. F. Joslin was in command on the eventful voyage yesterday.—Ed., *H. K. T.*]

REV. DR. MACDONALD DEAD.

FURTHER CASUALTIES.

Later.

The Rev. Dr. Macdonald is dead.

Four of the Indian watchmen on board the *Sainam*, who took part in resisting the pirates, are also severely wounded. The Indian guards are ex-soldiers.

The *Sainam* is due at Canton at noon to-day.

JAPAN AND CANADA.

COMMERCIAL AGREEMENT CONCLUDED.

[*From Our Own Correspondent.*]

Shanghai, 14th July,
2.35 p.m.

An agreement, concluded between the Government of Canada and Japan, has been promulgated applying to the Dominion the Anglo-Japanese Commercial Treaty.

THE YOKOHAMA COLLISION.

FINDING OF MARINE COURT.

"APPALACHEE" TO BLAME.

[*From Our Own Correspondent.*]

Shanghai, 14th July,
2.35 p.m.

The Yokohama Marine Court of Inquiry has found the s.s. *Appalachee* to blame for the collision with the *Athenian* at Yokohama the other day.

THE "SAINAM" PIRACY.

CAPTAIN JOSLIN PROCEEDS TO HONGKONG.

[*From Our Own Correspondent.*]

Shameen (Canton), 14th July,
2.30 p.m.

Capt. Joslin comes to Hongkong this afternoon.

[The above cable reached us after we had gone to press on Saturday.—Ed., *H.K.T.*]

NEW JAPANESE WARSHIPS.

ARRIVAL AT SINGAPORE.

[*From Our Own Correspondent.*]

Singapore, 17th July.
2.55 p.m.

The new Japanese warships *Kashima* and *Katori* have been sighted and are expected to arrive here in the course of the day.

LASCARS AT VARIANCE.

SERIOUS FIGHT ON THE "DEVANHA."

SEVERAL SEVERELY INJURED.

[*From Our Own Correspondent.*]

Shanghai, 18th July,
Noon.

As the result of a dispute among themselves, the Lascars on the P. & O. Company's steamship *Devanha* joined in a *fracas* yesterday, and fought with the utmost ferocity for some time.

Several of the combatants were severely wounded.

The fight was eventually stopped by the officers and crew, who took vigorous measures to suppress the conflict.

[The P. & O. Company's steamer *Devanha* was at Shanghai yesterday and is expected to arrive in Hongkong, homeward bound, next week, being due to leave for the south on the 28th inst.—Ed., *H.K.T.*]

FLOODS IN JAPAN.

SERIOUS DAMAGE TO CROPS.

[*From Our Own Correspondent.*]

Shanghai, 18th July,
Noon.

Serious damage has been caused by floods in the Nagoya prefecture of Japan.

"NOVIK" RE-FLOATED.

AN ECHO OF THE WAR.

[*From Our Own Correspondent.*]

Shanghai, 18th July,
Noon.

The Russian cruiser *Novik*, which was sunk during the Russo-Japanese war, has been re-floated at Korsakoff, Saghalien.

[The *Novik* was sunk in the latter part of the war and proved an immense loss to the Russian fleet in the Far East. She was built at Danzig in 1900, and her speed was given as 25 knots, the I.H.P. being 17,000. Unless she has greatly suffered by her prolonged sojourn under water the *Novik* should prove a valuable acquisition to the Japanese Navy.—Ed., *H.K.T.*]

RELIEFS FOR CHINA.

"ARGONAUT" AT SINGAPORE.

[*From Our Own Correspondent.*]

Singapore, 18th July,
2.55 p.m.

H.M.S. *Argonaut* has arrived here with reliefs for China.

[The above telegram was received too late for insertion in yesterday's issue.—Ed., *H.K.T.*]

CANTON-HANKOW RAILWAY.

VICEROY'S REFUSAL.

INTERESTED IN PEKING-KALGAN RAILWAY.

[*From Our Own Correspondent.*]

Shanghai, 20th July,
12.30 p.m.

Viceroy Yuan Shih-kai has declined, it is reported, to allow Jeme Tien-yu to act as engineer-in-chief of the Canton-Hankow railway.

His Excellency states that he requires the engineer to take charge of the Peking-Kalgan line.

CHINESE COMMISSIONERS.

RETURN TO THEIR OWN LAND.

[*From Our Own Correspondent.*]

Shanghai, 20th July,
12.30 p.m.

The Commissioners appointed to visit America and Europe to obtain knowledge regarding Western institutions have returned.

They were met by Taotai Tuan Fang.

DISASTROUS FIRE.

500 YOKOHAMA HOUSES GUTTED.

[*From Our Own Correspondent.*]

Shanghai, 20th July,
12.30 p.m.

A disastrous fire has occurred in Yokohama.

Five hundred houses have been utterly destroyed.

ANOTHER PIRATICAL ATTACK.

SILK JUNKS FIRED ON.

A PITCHED BATTLE.

PIRATES BEATEN OFF.

[*From Our Own Correspondent.*]

Canton, 20th July.

An attack by pirates has been made on a fleet of five junks, in tow of steam launches, on the way to Canton.

The junks were fired on from the shore, just below Kongmun.

The pirates' volleys were returned by the attacked fleet.

An eye-witness relates the pitched battle which ensued resulting in the pirates being beaten off.

THE "SAINAM" PIRACY.

BRITISH GOVERNMENT TAKES ACTION.

DEMAND SUPPRESSION OF CANTON PIRATES.

[*From Our Own Correspondent.*]

Shanghai, 21st July,
2.30 p.m.

The British Charge d'Affaires at Peking, acting on instructions from the Home Government, has presented a protest to the Waiwupu regarding the repeated piracies that occur in South China.

The British Government demands that effective steps be taken for the suppression of the pirates on the Canton delta.

JAPANESE RAILWAYS.

ACQUIRED BY THE STATE.

SIX LINES VALUED AT 250 MILLION YEN.

[*From Our Own Correspondent.*]

Shanghai, 21st July,
2.30 p.m.

It has been decided by the Japanese Government to take over six Japanese railways, whose value is estimated at 250 million yen.

The railways will be acquired by the State within a year.

ALLEGED INFRINGEMENT OF TRADE-MARKS.

Mr. G. F. Aucott, representing the China Sugar Refining Co., Ltd., appeared as complainant in a case at the Magistracy yesterday afternoon, in which the proprietors of the Fung Fat Loong pill shop, of No. 275, Des Vœux Road Central, were summoned for exposing for sale certain bags of sugar to which forged trade-marks and false trade descriptions had been applied.

Mr. H. W. Looker, of Messrs. Deacon, Looker and Deacon, prosecuted, and Mr. R. A. Harding represented the defendant firm.

Before proceedings were commenced, his Worship informed the solicitor for the defence that the case was one for the Supreme Court, whereupon Mr. Harding replied that he would like the case dealt with summarily.

After a lengthy argument between both solicitors as to the section under which the defence proposed to proceed with the case, and in which his Worship concurred with the prosecution, Mr. Looker stated the facts of the case. He mentioned that the China Sugar Refining Co. had for several years registered a trade-mark consisting of the initials of the company, C.S.R. enclosed in a diamond and underneath "A 4," and a cross. Information reached the managers of the company sometime ago that their trade-mark was being infringed by the shop to which the two defendants belonged. A man was sent by the Sugar Company to the defendants' shop to buy some sugar. On arrival there he was taken to the back of the shop, where he saw large quantity of sugar done up in mat bags. Instead of the initials C.S.R. on these bags they contained the letters G.S.D., and underneath "J 4" and a cross. The man purchased one of these bags and took it to the China Sugar Refining Company. Subsequently a search warrant was obtained, but when a detective visited the shop he found that all the bags containing this mark had gone. He, however, found one mat bag with some sugar left in it, and two empty bags, with the forged mark on. After he had noticed the forged marked bag containing sugar it was furtively put away behind some boxes. Subsequently Mr. Looker, accompanied by Mr. Aucott of the Sugar Co. and an interpreter, went to the defendants' shop and asked both men questions with a view to obtaining information as to where the sugar came from. The information received was that the sugar came from Messrs. Carlowitz & Co., but that firm would say that none of their sugar was contained in bags of the mark in question.

Mr. Harding stated that his clients had bought from Messrs. Jardine, Matheson & Co. during the last six months over $50,000 worth of sugar. This would arise in the course of the case with regard to the question of intent to defraud.

His Worship—I thought you were going to refer me to a section under which, if you bought $50,000 worth of sugar, you could not be prosecuted. (Laughter.)

The case was adjourned.

AN EXCISE OFFICER PUNISHED.

CAUGHT SMOKING ILLICIT OPIUM.

Chief Excise Officer Hoggarth gave Wong Ng, excise officer No. 207, the surprise of his life last night. Information reached the Opium Farm some days ago to the effect that a certain excise officer at Aberdeen was not playing the game. In order to rectify matters the chief excise officer obtained a warrant on Tuesday to search a certain house at Applichau, and in the meanwhile he kept his weather eye open. It was not until last night that the raid was carried out, and it proved successful. When the house was entered the first thing that met the eye was excise officer 207 lying comfortably on a bed and smoking illicit opium. The house in which the raid was made did not belong to the excise officer but he went there simply to have a pipe or two. In the ordinary course of his duty he should have taken the master of the house in charge and seized the drug, but the exciseman preferred cheap smokes. He was at the Magistracy to-day charged with aiding and abetting the owner of the house in committing an offence. Mr. F. A. Hazeland, who heard the case, fined defendant $50, with the option of two months' hard labour.

IMPUDENT LAUNCH MASTER.

CAUTIONED BY THE COURT.

An inquiry was held yesterday afternoon, before Hon. Captain L. A. W. Barnes-Lawrence, Marine Magistrate, into a charge of negligence preferred by Mr. A. H. Ough, architect, against the master of the steam launch *Chuen Hing*, Weng Yung Kang, on the 8th inst.

Mr. Ough stated that the master of the launch behaved in an impertinent manner in allowing two of his friends to sit alongside of him by wheel when he was steering. The men were noisy and were smoking, and it was only on complainant's second representation that they moved away. When on the way to Junk Bay, for which trip the launch was engaged, the master objected to proceeding further. He said that the engineer informed him the boiler was leaking.

To the owner: The boiler was surveyed a few days previously and was all right.

Witness, continuing, said the master tried to get him to get into a ferry boat at Shaukiwan, but he naturally refused to do so. The course was then continued to Junk Bay, where they remained ten minutes and then returned to Hongkong at full speed, showing that the boiler was not leaking, and it was only an excuse. The launch was in a dirty condition and not fit for passengers.

The engineer said one of the pipes inside the boiler was leaking so that he was unable to steam properly. He was able to proceed slowly. On arrival at Junk Bay he repaired the damage.

The master said he had no excuse for the launch being in a dirty condition, except that at the time she had no passenger certificate, which was issued on the following day.

His Worship said the offence of running the launch without a certificate had been already dealt with in the Marine Magistrates' Court. The master was cautioned to observe civility to passengers employing his launch, and to keep her clean.

A SHANTUNG coolie, who recently returned to this Colony from South Africa, by the steamer *Indravelli*, and who deserted that vessel as soon as she dropped anchor, was arrested last night by P.C. Watt at Shek-tong-tsui. He was removed to the station and from inquiries into his financial standing a charge of vagrancy was preferred against him. The coolie admitted the charge at the Police Court this morning, and Mr. Gompertz sentenced him to fifteen days' hard labour.

HONGKONG HIGH-LEVEL TRAMWAY COMPANY, LIMITED.

EXTRAORDINARY MEETING.

14th inst.

An extraordinary general meeting of shareholders in the above-mentioned company was held at the office of the company, Alexandra Buildings, at noon to-day, for the purpose of passing two resolutions pursuant to the order dated the 28th day of March, 1906, made by the Supreme Court of Hongkong in its Original Jurisdiction in Action No. 371 of 1905.

Among those present were: Messrs. H. Humphreys (chairman), D. E. Clarke, Hon. Mr. W. J. Gresson, H. P. White, T. F. Hough, T. S. Forrest, Lau Chü Pak, R. Harding, E. Seth, G. C. Moxon, J. M. Wong, and J. A. Jupp (secretary).

The Secretary having read the notice convening the meeting,

The Chairman said:—Gentlemen,—The objects for which this meeting has been convened are:—(1) To rescind the fourth special resolution passed and confirmed on the 3rd and 20th of June last year and all agreements (particularly the agreement of the 18th October, 1905, made between this company and its liquidators of the one part and the Peak Tramways Company, Limited, of the other part) entered into thereunder. (2) To approve the draft agreement (which has been prepared by the Company's solicitors, Messrs. Ewens, Harston and Harding) which I will read to you in due course and which if necessary Mr. Harding, who is present for the purpose, will explain. The fourth special resolution in question was as follows:—"That the Liquidators be empowered to sell to the 'Peak Tramways Company, Limited' the undertaking of this Company at the price of $200 per share, either in cash or shares of the 'Peak Tramways Company, Limited' at the option of shareholders of this company and to enter into all necessary agreements to that effect." As you are aware in consequence of the action instituted by Mr. D. E. Brown, one of the late shareholders in the company, the Chief Justice of the Supreme Court of Hongkong held that "the fourth special resolution which I have just read was invalid and that the other three special resolutions could not be given effect to in the absence of such special resolution in lieu of the said fourth special resolution as should expressly recognise the rights of dissentient shareholders and the Chief Justice granted an injunction restraining the company and its liquidators from carrying any of the resolutions into effect until they complied with the terms above indicated. The effect of passing and confirming the resolutions which I shall shortly put to you will be that such shareholders in this company as desire to receive in exchange for their respective holdings therein shares in the Peak Tramways Co. will be enabled to do so and that those who desire to receive cash will be at liberty to give notices of dissent under sections 201 and 202 of the Hongkong Companies Ordinance 1865 after giving which they may either take what the liquidators will offer them (*viz.*, $200 per share and in addition the proportion of unpaid dividend thereon earned up to the 18th October 1905,) or if such dissenting shareholders are not satisfied with this offer they will be at liberty to proceed to arbitration in accordance with the law. With the above information, I think I have satisfactorily explained the position, but at the same time should any shareholder have any question to ask I will do my best to answer same.

No questions being asked,

The Chairman said:—I beg to propose that the following resolution be passed. "That the special resolution being the fourth in number passed and confirmed at extraordinary general meetings of this company held on the 3rd and 20th days of June, 1905, respectively, together with all agreements entered into thereunder and particularly the agreement in writing bearing date the 18th day of October, 1905, made between this Company and its Liquidators (John D. Humphreys and Son) of the one part and the Peak Tramways Company, Limited, of the other part be and the same are hereby rescinded."

Mr. H. P. White seconded

Carried unanimously.

The Chairman:—I beg to propose that resolution No. 2 be passed. "That the draft agreement submitted to this meeting and expressed to be made between this Company and its Liquidators of the one part and the "Peak Tramways Company, Limited," of the other part be and the same is hereby approved and that the said Liquidators be and they are hereby authorised pursuant to sections 201 and 202 of the Companies Ordinance 1865 to enter into an agreement with the said "Peak Tramways Company, Limited," in the terms of the said draft and to carry the same into effect with such (if any) modification as they may think expedient."

Mr. T. F. Hough seconded.

Carried *nem con.*

The Chairman:—That concludes the business before the meeting, gentlemen. Another meeting will be held later on, of which due notice will be given.

The meeting then ended

SIDE LIGHTS

ON RAND COOLIES' AFFAIRS.

A MANDARIN ARRESTED.

14th inst.

When the s.s. *Indravelli* arrived in port from Durban on the 19th June last, amongst her passengers, coolies returning from the Rand, was one Wang Pao Yu, who should have proceeded north in the same vessel. But it so happened that when he arrived in Hongkong, through some mysterious channel, he received information that by the next boat due here from Durban, the s.s. *Cranley*, there was returning to China on leave no less a person than one Mung Hoi, a Mandarin, and Chief of the Chinese Police in South Africa. This being so Wang decided not to continue his voyage further than this port, and accordingly "jumped" his passage on the *Indravelli*, and went into hiding, and lay low until that vessel left and the *Cranley* arrived, which she did on the 9th inst. Then Wang emerged from his hiding-place, and after allowing a day or two to elapse, for reasons best known to himself, he instituted a search for Mung the mandarin, with the result that the latter was arrested last night at his instigation, on a warrant charging him with being an absconding debtor. It appears that Wang had deposited with the mandarin the sum of $413 in Durban, for safe custody, but could not find him when he joined the troop of coolies returning to China, and as he learnt that Mung the mandarin was passing through Hongkong, and fearing he would get away to China, Wang had him arrested. We understand that Mung Hoi was liberated this morning, on depositing the amount of the claim against him in Court. It is not often that the wearer of the crystal button, and the feather of rank, appears in our local Court as a defendant.

MR. Nicholas, who was suspended from the exercise of his office of wardmaster, Government Civil Hospital, on the 24th May last, has, with the approval of the Secretary of State, been dismissed from the Government Service.

THE COLONY'S CENSUS.

TO BE TAKEN NEXT NOVEMBER.

It is notified that His Excellency the Governor-in-Council has been pleased, under the provisions of the Census Ordinance, 1881, to authorize and direct that a census be taken of the inhabitants of the Colony on Tuesday, the 20th day of November next, and to appoint Mr. P. P. J. Wodehouse as census officer for the purpose of taking such census.

CHINESE SECRET SOCIETY.

AS EXPERIENCED IN SARAWAK.

THE TRIAL.

At the end of March, this year, the *Sarawak Gazette* reports, a Chinaman named Hu Kwi disappeared under somewhat mysterious circumstances at a place called Ibus in the Kalaka District. About the same time two Chinese gardeners, by named Ah Watt and Ah Kwa, were seriously wounded in the Sari, a tributary of the Rejang River. Both Ibus and Sari are out-of-the-way places seldom visited by Government officers. After a time news began to leak out that Hu Kwi had been murdered and that both his death and the cutting and wounding of the two gardeners had been the work of a Secret Society of which branches existed at both places.

As a result of this information Ibus and Sari were visited by Government officers with a force of Police, when evidence was speedily found of the truth of the above reports, and a good many arrests were made.

From further information received Liew Chew Chinese were arrested in Kuching, and at other places also, thus showing the widespread organization of the Society.

In the 18th of April the trial by Jury of the prisoners took place. The Jury was composed of 8 Chinese, and 3 Malays, with a European as Foreman.

Twenty-three Chinese, mostly Liew Chew, were brought up charged with being members of a Secret Society, this Society being a criminal organization. There were also 7 more Chinese of the same clan against whom there was no definite proof, but who were strongly suspected of being connected with the same Society.

For some weeks prior to the trial a Court of Inquiry had been authorized by His Highness the Rajah to investigate the charge brought against each prisoner, and to draft them into different classes, beginning with the men who might be considered leaders down to those who were merely suspects in their opinion. As a result of this previous investigation all the evidence for and against the prisoners was at once available for the consideration of the Jury.

A great part of the evidence was, unfortunately from the prisoners's point of view, documentary, for names were mentioned therein connecting the men described with criminal actions. That the Society existed for the purpose of murder, robbery and violence was made manifest and also that its operations were widespread. After a somewhat lengthy sitting the Jury retired, and after being absent for about an hour, returned a verdict of "guilty" on different counts against 18 of the prisoners, and of "not guilty" against 12 of them. Of the former, 8 were found to be leaders, 7 active members and 3 ordinary members.

On the Thursday following the trial of the 8 leaders they were, according to the law of Sarawak, sentenced to death; the remainder of those found guilty were sentenced to various terms of imprisonment, while those found not guilty were discharged.

It is to be hoped that the effect of these sentences will be to check, at any rate for a time, the spread of this criminal organization, for wherever the Society has had its branches proof of its evil acts have been forthcoming. We do not anticipate that any misplaced sympathy will be shown for any of these miscreants whose object for a long time past has been to terrorize, to rob, and in some cases even to murder, unfortunate people whom they considered too weak and helpless to offer any effective resistance.

SHORT SKETCH OF THE CASE.

Sarawak has been troubled within the last two months with the fourth active Secret Society since the year 1857, says the *Sarawak Gazette*; they seem to reappear as a pest in a country, and are equal in danger to the worst *volcano*, with its threatening and secret detonations, ready to burst forth at any moment. The first news of this Society leaked out in Rejang from one or more innocent characters who had received bad treatment from some of the members. Having received the clue, the threads were speedily traced up through the different ramifications extending from one place to another along a line of about one hundred miles—from Rejang to Simjitan. Much valuable information was afforded by some person or persons sending anonymous letters to the Resident of the 1st Division; the contents proved invariably to be minutely correct. Both members and documents were soon brought in, the latter clearly incriminating the former. About eleven papers, chopped and signed, were found and some afforded very interesting information. The Society is called the Otchid Society, the rules are set forth—the death penalty to any one disobeying any of them—several expressions of figurative signification being used requiring interpretation, much in the same way as the thieves in London and elsewhere have a language of their own. The organisation of this Society seems to be confined to Sarawak as there is nothing to show that it extends to the Dutch side of Borneo or to the Malayan States; this no doubt would have happened if its life had been prolonged; as it was, it is supposed to have only been in existence during two years, and the root was planted in one of our least frequented out-stations where Members thought they could prosper and spread with safety. In the documents they mention that their purpose was to destroy the present Dynasty called Tsing in China and reinstate the Dynasty called Ming of 1643. Four lines of their poetry run thus:—

We are strong and spread everywhere,
Command hills and rivers, despise us who dare
In Fukien a black flag flying,
Kun Su is the place for gathering.

This Hueh, or Secret Society, is composed of Liew Chews, whereas the former ones if we are informed correctly, were composed of Kehs. The relief that has been felt by the Chinese trading community as well as by all those not concerned cannot be described: they all appear to think and feel so long as such a society is in existence, always increasing and from day to day becoming more dangerous—that the plot may reach them at any moment: in fact it might be compared to sitting on a barrel of gunpowder. Once the Government had been informed and took active measures the tone changed, face brightened up and men spoke out then fearlessly though not daring to say or give a word of information before the chief culprits were in prison. Such is the character of these Societies, the members of which are punished by death in China, and a similar law exists in Sarawak; no mercy can be shown to ringleaders holding the principles that they assuredly do. We may be thankful that now all is quiet again. The Chinese population is so fast increasing in this country that it is necessary to keep the greatest watch to prevent dangers arising from time to time.

NEW HARBOUR OFFICE.

OPENED BY H. E. THE GOVERNOR.

16th inst.

An event of considerable importance and interest to shipping circles and the business community generally took place this morning, when His Excellency the Governor, Sir Matthew Nathan, K.C.M.G., opened to public business the new Harbour Office, just completed on the Praya East, near the Canton wharf. It was not until Friday last that it was definitely known that His Excellency would be able to perform the opening ceremony, and from then on the work of removal began, while the usual operations of the department continued to be carried on. As they could be spared, the papers and records of the office were carried over; desks, tables, and chairs following, the work of settling and arranging them occupying the whole of Saturday and yesterday (Sunday), in order to have all in readiness for the function scheduled to take place this morning. The building itself, which has been fully described previously, as to dimensions and material and style adopted, was surmounted by the flags of all nations, topped by the British naval ensign, which altogether had a very pleasing and significant effect, and showed up very well from the harbour, announcing, as it did, and as it was intended to do, that something was afoot of interest and importance to shipping in that vicinity. In the vestibule inside the entrance on the ground floor were assembled to await His Excellency, amongst others, Hon. Captain L. A. W. Barnes-Lawrence, Harbour Master, Mr. E. Jones, Assistant Harbour Master, Mr. A. C. Botelho, chief clerk, and staff of the Harbour Department; Hon. Mr. T. Setcombe Smith, Colonial Secretary, Commodore Williams, Hon. Mr. W. Ghabhan, Director of Public Works, Hon. Mr. E. A. Hewett, Mr. H. G. C. Fisher, executive engineer, Public Works Department, Rev. C. H. Hickling, Messrs. J. F. Longstaff, A. G. M. Fletcher, J. N. Jones, Captain Clarke, Captain Leroy, Messrs. Chan A Tong, contractor, J. Prior, A. G. Wood, D. E. Brown, S. Silverstone, A. Williams, and several others.

With his usual punctuality His Excellency the Governor, accompanied by Captain Smith A.D.C., and Captain Coleman, A.D.C., arrived at the New Harbour Office, where he was received by Hon. Captain L. A. W. Barnes-Lawrence, Harbour Master, and Mr. E. Jones, assistant Harbour Master, and after shaking hands with them, he proceeded up the staircase to the Court room, followed by the company present. As soon as all present had taken up positions in the room to suit themselves, the Hon. Captain Barnes-Lawrence said that on behalf of himself and the officials of his Department, he wished to express the great gratification they all felt at His Excellency's having laid aside all other matters to come and be present with them to-day, to start them off in their new offices. His Excellency had taken a great interest in the erection of this building, though it was commenced before he arrived in the Colony, as well as in the general working of the department. About the time of His Excellency's arrival some of the older hands were being pensioned off to make room for younger men, and a difficulty was found in getting men to fill the junior appointments, but the services of old officers of the department were recognized, and a grading system of salaries was introduced. The oldest servant of the department now with them was Mr. Botelho, and he hoped long to retain his services. The work of the office at times was strenuous, of course, but the interest ever displayed, and support given them by His Excellency, had always been an incentive to them to keep up with the times. There was a point that he must just mention, in passing, and that was that no greater records in the world had been issued than the shipping statistics issued from the office the department had just left, which showed the tonnage for this port to be the greatest in the world. He hoped the success that had attended the working of the department in the old quarters would follow them to the new, and it only remained for him to ask His Excellency the Governor to start them in their new sphere of usefulness by declaring the new Harbour Office open to public business.

His Excellency the Governor said, when it was suggested to him that some formal ceremony should take place at the opening of this office, he was very pleased to fall in with that suggestion, and he had come down to tell those present a few facts about the building. A committee was formed, ten years ago, to look after the condition of the public buildings of the Colony, and one of their recommendations was a proposal for building a New Harbour Office. Some time elapsed, but in 1901 the contract for the building in which they stood was given out, and foundations laid without further delay. The cost of the building, according to the contract, was to be £15,000, and the plans and specifications were carried out under the capable supervision of Mr. Fisher, who was ably assisted in the work by Mr. White. The building was an extensive one and contained the Harbour Master, and assistant Harbour Master's offices, Boarding Officers' shipping, import and export department, Marine Court-room, examination room, telegraph room, and rooms for the boatmen and watchmen. In addition to these there was a watch-tower commanding an uninterrupted view of all that went on in the harbour; an improvement indeed, as from the other office nothing at all could be seen. The design for the building was drawn up by Mr. Fisher, but the pattern was not commensurate with the importance of the building. He would prefer, continued His Excellency, that public buildings should not be too pretentious as to their exterior appearance. In the present building there was too much plaster, which, he thought, was a mistake, as plaster was nothing but a sham, and he would not encourage its use in future public buildings. They had splendid building material at hand in this Colony, and he would like to see it used, or see the builders keeping to bricks, so that one could see what the building was made of. He must congratulate Captain Barnes-Lawrence on the change from the old office, as it must be a matter of congratulation since it turned so closely on the improved and increasing operations of the mercantile marine at this port. His Excellency, in conclusion, said that he knew that all were anxious to get about their day's work and so he would not detain them, but would proceed with the business which had called him there.

"I now, on this 16th day of July, 1906," said His Excellency, "declare this Harbour Office open for the transaction of business." (Applause.)

Hon. Captain Barnes-Lawrence then called upon those present to show their appreciation of His Excellency's presence there among them by giving "three cheers for His Excellency the Governor," which was done with right good will. His Excellency then, escorted by Hon. Captain Barnes-Lawrence, made a formal inspection of the building, which terminated the proceedings.

MR. H. H. J. Gompertz, at the Magistracy on morning, fined the master of a cargo-boat $30, with the option of six weeks' hard labour, for dumping ashes into the harbour, on Friday. This will probably act as a warning to others.

S. C. FARNHAM BOYD, & CO., LD.

(IN LIQUIDATION.)

Report of the Liquidators for presentation at the Sixth Annual General Meeting of shareholders, to be held at the Head Office, 26, Broadway, Shanghai, on Tuesday, the 17th day of July, 1906, at 5 p.m.

In accordance with the resolutions passed at the Extraordinary General Meeting of the Shareholders of S. C. Farnham, Boyd & Co., Ld., held on the 23rd January, 1906, which were subsequently confirmed at a meeting held on the 14th February, 1906, the Liquidators appointed have carried on the business until the close of the financial year of the Company, viz, the 30th April, 1906, and have now pleasure in submitting to you their Report, with Statement of Accounts.

The Net Profits for the year ended on the 30th April, 1906, including the amount brought forward from last year, and after paying all charges and allowing for all known liabilities, amount to Tls. 445,597.98.

After allowing for an interim dividend of 4 per cent on 55,200 shares paid in January this year, which absorbed Tls. 220,800, there remains for distribution the sum of Tls. 224,797.98. This amount the Liquidators recommend to be dealt with as follows, viz:—

	Tls.
A final dividend of Tls. 4 per share	220,800.00
Amount to be carried to new account	3,997.98
	Tls. 224,797.98

Mr. W. J. Gresson resigned his position as Liquidator on the 4th May last on leaving Shanghai. Mr. J. D. Thorburn, owing to illness, resigned his position as Auditor on the 22nd May last, and Mr. J. E. Bingham, of Messrs. Lowe & Bingham, has been invited to fill the vacant place.

The accounts have been audited by Messrs. Geo. D. Scott and J. E. Bingham.

The Liquidators trust to be able to place their final Report before the Shareholders, as required by the Companies' ordinances, at an extraordinary meeting to be held some time in August next.

In accordance with the Resolutions passed at the Extraordinary Meeting of the shareholders of S. C. Farnham, Boyd & Co., Ld., held on the 23rd January, 1906, which was subsequently confirmed at a meeting held on the 14th February, 1906, the Liquidators appointed have caused the registration of the new Company, named "The Shanghai Dock and Engineering Company, Limited," and transferred on the 1st May last the Assets and Liabilities of the old to the new Company.

PROFIT AND LOSS ACCOUNT.

8th January, 1906.	Tls.
To 4 per cent. interim dividend on 55,200 shares	220,800.00
30th April, 1906.	
To balance	224,797.98
	Tls. 445,597.98
1st May, 1905.	Tls.
By balance carried forward	34,924.24
30th April, 1906.	
By transfer from working account	410,673.74
	Tls. 445,597.98

BALANCE SHEET.

Capital Account.

Assets.

30th April, 1906.	Tls.
To Old Dock:	
"Old Dock," property with boilers, pumps, new moorings, sheer legs, launching ways, capstans, etc., 16m. 5f 2l. 5h.	691,500.00
Office building, godowns, machine shops and dwelling houses, including ground, 3m. 7f. 6l. 4h.	110,850.00
To Cosmopolitan Dock:	
"Cosmopolitan Dock," property with pump-house, pumps, boilers, etc., including ground, 45m. 2f. 1l. 1h.	554,000.00
Land, including bunding, wharves and wall, 107m. 5f. 8l. 6h.	94,000.00
Machine shops, godowns, office and dwelling houses	100,300.00
108 Chinese houses, including ground, 0m. 5f. 0l. 8h.	29,000.00
To International Dock:	
"International Dock" Wharves and Bunding	588,500.00
Land, 125m. 8f. 1l. 3h.	90,479.00
Buildings	78,509.00
To Tunkadoo Dock:	
"Tunkadoo Dock" Property, with Buildings, Boilers, Pumps, Shear Legs, etc., 35m. 6f. 9l. 5h.	178,500.00
To New Dock:	
"New Dock" Property, with Buildings, Boilers, Pumps, Shear Legs, etc., 48m. 6f. 4l 3h.	671,488.00
To Engine Works, Pootung:	
Property, with Buildings, Shear Legs and Railway, 54m. 3f. 1l. 8h.	365,014.00
To Sundries:	
Machinery and Tools at Five Docks and Engine Works	1,103,097.90
s.s. *Samshui*, 3 small Steamers, Launches, Pile Drivers, Pontoons, Steam Dredgers, Shear Legs, Dock Plant, Office and Drawing Office Material and Furniture	354,849.92
Stock of Material on hand, and unfinished work less Liabilities	1,225,950.25
Sundry Debtors	397,499.25
Shares in Public Companies	17,417.24
Cash in Hongkong and Shanghai Banking Corporation	229,948.69
Cash in hand	3,574.50
	Tls. 6,884,587.75

LIABILITIES.

30th April 1906.	Tls.
By Shareholders for 55,200 Shares of Tls. 100 fully paid up	5,520,000.00
" Reserve Fund	1,000,000.00
" Uncollected Dividends	5,040.00
" Sundry Creditors	134,749.77
" Balance from Profit and Loss Account	224,797.98
	Tls. 6,884,587.75

E. & O. E.

Shanghai, 30 June, 1906.

JOHN PRENTICE,
H. v. RUCKER,
C. J. DUDGEON, } Liquidators.

JAS. H. OSBORNE,
Secretary.

We have examined the Books, Vouchers Share and Mortgage securities and other documents of the Company and have satisfied ourselves as to the accuracy of the Bank Balance. The accuracy of the Stock and certain Trade Expenses have been certified as correct by the Liquidators. We are of opinion that the above Balance Sheet is a full and fair Balance Sheet properly drawn up so as to exhibit a true and correct view of the Company's affairs.

GEO. D. SCOTT,
J. E. BINGHAM, F.I.A.N.Z. } Auditors.

Shanghai, June 30th, 1906.

FRENCH NATIONAL FETE.

CONSUL LIEBERT "AT HOME."

14th inst.

To-day being the anniversary of the capture and demolition of the Bastille, Mons. Liebert, Consul for France at this port, was "at home" this morning, at his residence, No. 10, Macdonnell Road, from 9.30 to 10.30 o'clock, to receive the members of the French community in this Colony, wishing to call, and from 11-10 12.30 o'clock, to receive the Foreign Officials, the Consular Corps, and members of the foreign community.

During this evening Madame Liebert is "at home" to her friends in honour of the occasion.

Amongst those who called upon Mons. Liebert this morning were Captain Coleman, A.D.C., representing His Excellency the Governor, Sir Matthew Nathan, Captain Muller, representing Commodore Williams, Captain E. Ward, representing H. E. Major-General Villiers Hatton, members of the Legislative Council, the Consular Corps, and prominent representatives of the foreign community.

TRADE-MARKS PROSECUTION.

ALLEGED INFRINGEMENT.

16th inst.

Kwan Kai, a merchant, carrying on business at No. 264, Des Vœux Road Central, his shop coolie, and five women in his employ, were charged at the instance of Inspector Collett, before Mr. F. A. Hazland this morning, at the Police Court, with applying a false trade-mark to flour, on the 13th instant.

Mr. J. S. Harston, of Messrs. Ewens, Harston and Harding, appeared for the defendants.

It was alleged that defendants were tampering with several trade-marks. They were said to be transferring flour into bags bearing a different brand.

Mr. Harston asked for an adjournment which was granted. The police, we are informed, are about to make more arrests. The merchant was released on bail in the sum of $2,000, his *foki* $250 and the others $25 each.

A SOLDIER'S FUNERAL.

16th inst.

The funeral of Quartermaster Sergeant A. T. Noonan, of the Royal Engineers, who died at 4.15 p.m., on Friday, took place at Happy Valley, on Saturday afternoon, and was well attended.

The deceased soldier, who was only thirty-seven years old, joined the army in September, 1889, and in two months more would have completed seventeen years' service. During his stay in the Colony deceased was acting as a clerk in the office of the Royal Engineers, and being well liked both inside and outside of the army his sudden death—for sudden it was—will be lamented by many.

From what we are informed by one of his comrades the deceased was to all outward appearances in good health and spirits up to a few hours before his death; in fact, he was at his desk a couple of hours before he breathed his last. At about 3.45 p.m., on Friday, deceased complained to his friends that he was feeling queer and a few advised him to go to bed, remarking that probably the weather was the cause. At 4.15 o'clock he was found dead in his bed. Afterwards a *post-mortem* examination was held and death was said to be due to fatty degeneration of the heart.

Deceased served throughout the South African campaign and was the recipient of the King's and Queen's medals for his services during the war.

He was born at Clapham (London) and leaves his parents to lament his loss.

The funeral which took place on Saturday afternoon was carried out in true military style. The Band of the 129th Baluchis led the way, followed by buglers from the R.G.A.; then came the gun-carriage, on which the coffin was laid, and the large number of wreaths on top of the coffin showed deceased's popularity.

Behind the coffin followed the supernumerary staff and the 5th Company R.E., which consisted of over 150 men, in charge of Majors Painter and Watkins.

When the monument was passed "extra slow march" was ordered and the Band played the Dead March.

Rev. G. E. Searle, chaplain of the Forces, conducted the service, and shortly afterwards the usual volleys were fired in token of respect to the last remains of another of the King's soldiers who had been laid to everlasting rest.

SHANGHAI CHINESE VOLUNTEER CORPS.

A VERY REAL CREATION.

Commenting on the report, reproduced in our columns yesterday, of the parade of the Shanghai Chinese Volunteer Corps, the *N. C. D. News*, of 9th inst., writes editorially:—

Yesterday's procession through the principal streets of the Settlement of the first battalion yet established of Chinese Volunteers was an event of more than spectacular interest. There were comparatively few foreigners on the line of route, and the sightseeing Chinese on the pavements of the Maloo were not so numerous as on race days or at some large native funeral, but the volunteers are a very real creation, and it is quite evident that they themselves realise the significance of yesterday's parade. We call them volunteers, for although none bear arms at present, except the officers who were wearing swords, the object which has called this corps of 400 young men into being is obviously not merely gymnastics or physical exercises. The drill, which has been assiduously practised for some two months past just outside the Settlement limits, men arriving on the ground as early as five in the morning in their enthusiasm, has been military in every point except the actual practice of arms. How keen the members are and what material they make was proved by the measured swing of their marching which would do credit to any company of the foreign volunteers and even, we are afraid, outmatch some of them in smartness.

It has to be noted about the present members of the Corps that they are all young men engaged in banks or other business hongs in the Settlement and are none of them students in the common acceptation of that much abused term. The ostensible cause which has called them into being is the riot of last December, when, it is asserted, the bluejackets and police and foreign volunteers were so busy, and necessarily obliged to give their first attention to foreign property that they were unable to guard also the Chinese who have established themselves within our borders and who have thus been driven to action on their own behalf. This argument is specious, though we have not heard of any heavy claims levelled against the Council by Chinese who suffered damage in the riot, and it is notorious that it was almost entirely foreign property that was attacked. But having failed to obtain recognition for the proposed Consultative Committee, it would seem that the same forces are now at work in a different way, and this appears when it is seen that some of those prominent in the organisation of the present movement were also conspicuous in the earlier venture.

So long as the members of the Chinese corps content themselves without arms, no serious objection can be raised to their continued existence, but it is known that this is not their intention. There are very obvious reasons why it would be unwise, if not impossible, to enrol Chinese volunteers under the banner of the Municipality and there are equally grave reasons for requiring that they shall not exercise their very laudable desires for military training either within or just upon the borders of the Settlement. At any given moment there might come in the future, as has unfortunately happened in the past, a clash of opinions between the foreign Council and the Chinese local authorities and it would be unfair to the members of the corps themselves to lay them open even to the possibility of a choice of allegiance.

The presence at the head of the procession yesterday of Trooper Spottiswoode and four mounted Sikh police indicates that up to the present the Council sees no harm in the movement, with which in a general way indeed it is possible to do nothing but sympathise. The value of physical training and of discipline is being urged on Chinese by teachers from every quarter of the foreign world and exercises of a semi-military character form part of the curriculum at all the greater colleges. In its first inception the Consultative Committee also was seen to have its commendable points; it was the extraordinary rapidity with which the inch was stretched into an ell that caused the strong revulsion of feeling in that instance. The Chinese Volunteers may with profit bear that in mind, and remember that, if the foreigner acts sometimes upon suspicions, and is ever a the look-out for possibilities of danger, he is not without previous cause. There is no desire to crush out any movement which tends to the making of better citizens of our Chinese fellow-residents; but we must be quite sure of the motive before we can bless without reserve their latest scheme.

THE CARRYING TRADE IN JAPAN.

JAPANESE AND FOREIGN SHIPS.

Now that the maritime trade of Japan has become of importance, it is interesting to know the respective positions of Japanese and foreign ships employed in carrying merchandise to and from Japan prior to and during the war, as given in the *Oriental Economist*. Before the outbreak of the war a large percentage of the goods imported into and exported from the country was carried in Japanese bottom, but with the beginning of hostilities a complete change came over the situation, and the greater part of merchandise had to be carried by foreign ships owing to the requisition of many Japanese vessels by the Government. The following tables will show the relative part played by Japanese and foreign ships in the Japan trade during these periods:—

EXPORT TRADE.

Steamers.	1903. Y1000.	1904. Y1000.	1905. Y1000.
Japanese	114,276	18,304	43,804
Chinese	43	1,168	1,777
Korean	295	1,680	2,715
British	88,848	155,001	129,457
French	15,792	19,451	17,708
German	40,940	54,446	41,955
Austrian	3,048	2,974	2,205
Norwegian	4,528	17,764	29,998
Dutch	231	1,702	1,524
Swedish	723	1,195	1,132
American	16,073	43,612	45,568
Others	1,643	143	62
Total	286,446	317,463	317,914
Sailing ships.			
Japanese	1,476	1,155	1,370
Total	2,600	2,170	1,795

IMPORT TRADE.

Steamers:	1903. Y1,000.	1904. Y1,000.	1905. Y1,000.
Japanese	106,190	25,802	19,220
Chinese	475	1,138	706
Korean	181	465	383
British	130,560	218,808	309,285
French	6,325	5,690	11,119
German	37,983	52,633	65,493
Austrian	6,215	5,976	4,632
Norwegian	8,792	20,740	21,464
Dutch	896	5,859	4,532
Swedish	464	374	451
American	7,665	17,877	39,713
Others	2,212	930	329
Total	307,963	356,298	477,332
Sailing ships.			
Japanese	2,333	1,449	1,581
Total	7,039	5,374	2,570

As will be seen from the foregoing tables, the amount of export merchandise carried by Japanese ships in 1902 and 1903—before the war—was about 40 per cent. of the total. With the outbreak of the war, however, a complete change took place, and the greater part of the trade was absorbed by British and American vessels. That is to say, the amount of goods carried by Japanese in 1904 was about 6 per cent. of the total exports and 12 per cent. in 1905. In 1902, of the total exports, amounting to 258 million yen, Y105,400,000 was carried by Japanese, and in 1903 114 million yen out of the total of 289 millions. The British share in 1902 was 82 million yen and nearly 89 millions in 1903, while American ships were responsible to the extent of 11 and 16 million yen respectively. In 1904, however, the situation was reversed. In that year Japanese carried only 18 millions out of the total exports of 319 million yen, and in 1905 43 millions out of 320 millions, whereas the British share in 1904 was 155 millions, 129 millions in 1905; and America's share was 43 and 45½ millions respectively. In both years the amount of the carrying trade of other foreign countries increased proportionately.

Turning to the import trade it will be observed that this tendency is more marked than in the export. In 1902 and 1903 Japan's percentage was 35 against 40 of Great Britain, 13 of Germany, and 3 of America. The war, however, upset this balance as in the export trade. In 1904 Japan's share fell to 7½ per cent. and in 1905 to 4½ per cent., while the British rose to 64, German to 14, and America to 8.13 per cent.

Such was the condition of the carrying trade that existed during the war, continues the *Economist*. Now, almost all the transports requisitioned by the Government have been greatly strengthened by vessels newly built, purchased, or acquired by capture, and there is no doubt that quite a new feature will be developed in the country's shipping trade when these ships are brought to play an active part in trade.—*Japan Chronicle.*

AN old coolie from Wanchai appeared before Mr. H. H. J. Gompertz on Monday with a plaster on his forehead, and his right hand in a bandage, to charge another coolie with assaulting him with a rice-bowl. It was said that the men differed over some matter, and the defendant picked up the bowl and smashed it on the complainant's forehead. With the other piece in his hand he still attacked the complainant. His Worship sentenced accused to six weeks' hard labour.

THE "SAINAM" PIRACY:

COMPLETE NARRATIVE.

DRS. BELL'S AND KOCH'S SUCCESSFUL OPERATION.

16th inst.

Since the *Namoa* tragedy on the high seas on the 10th December, 1890, pirates have continued to become the scourge of peaceful traders and travellers on the southern coast of China. The recurrence of organised piratical raids has invested with a feeling of uncertainty and risk the operations of trade river-boats whose construction and equipment involve no inconsiderable sums of money to the enterprise of their builders and owners. That risk is peculiarly hazardous when it is considered that it is specifically declined by underwriters in connection with cargo and passenger vessels trading on the Canton and West River deltas.

That the risk alluded to is not an imaginary but a very real one is established by the full and yet necessarily incomplete record of piracies which have occurred in the waters of those deltas. Within as many as six months no less than a like number of reported raids on vessels trading between the riverine ports has been carried out each as bold in its conception and as completely successful in its execution. No locality is impossible: no distance too close to the so-called guards afloat. No flag is respected. No discrimination is made between native and foreign victims. A British motor passenger boat was looted within hailing distance of Samshui. Three native junks were simultaneously held up riding at anchor in Samkong when the Rev. Dr. C. R. Hager (an American subject) was half-stripped and robbed of all his belongings. A native junk was ransacked of its valuable cargo within the territorial waters of the Portuguese off Taipa, near Macao. The Standard Oil Company's launch *Comet* (American) was boarded and robbed of all its arms and ammunition in broad daylight within sight of the Chinese fort at Whampoa. The *Chun-kong* was twice victimised on the West River, and the latest of all these numerous and unavenged outrages was first reported in the Colony by the *Hongkong Telegraph* on Saturday. Thanks to the special arrangement with our newly-started and enterprising Canton contemporary—the *Daily News*—this journal was able to disseminate the news in the Colony within a couple of hours of the facts being officially reported in Canton. This latest occurrence is attended by circumstances which render the outrage far more serious than any of its predecessors.

The *Sainam*—the vessel involved—belongs to the triple combination represented by the Hongkong, Canton & Macao Steamboat Co., Ld., the China Navigation Co., Ld., and the Indo-China S. N. Co., Ld. She flies the British flag; she is commanded and officered by Britishers; and she carries special guards of four Indian watchmen who are ex-soldiers in His Majesty's army, and who, on signing the ship's articles, were registered at the British Consulate-General at Canton the other day.

Our telegraphic news on Saturday was, of necessity, incomplete in all its details, and so, full particulars of this sad and unfortunate affair were awaited with considerable anxiety in Hongkong.

After we had gone to press on Saturday a second telegram reached us from Canton which read:—

"Canton, 14th July, 2.30 p.m.

"Captain Joslin comes Hongkong this afternoon."

ARRIVAL OF THE "KINSHAN."

On this information a representative of the *Telegraph* was detailed to await the arrival of the S.S. *Kinshan* on Saturday night. She arrived at the wharf at 10 p.m. It was evident that all that forethought could devise to render immediate medical aid (if necessary) to Captain Joslin, who was reported to be seriously wounded, had been carefully thought out. A covered-in, wheeled ambulance was in readiness with four bearers from the Government Civil Hospital. Dr. G. M. Harston was the medical officer in attendance, there being also on the wharf Captain W. E. Clarke, Acting Secretary of the Hongkong, Canton & Macao Steamboat Co., Ld., Mr. John Arnold, another officer of the Company; Captain R. Innes, marine superintendent, Captain B. Branch, West River superintendent (Messrs. Butterfield & Swire); and a few civilians who, probably, prompted by a natural anxiety to ascertain Capt. Joslin's condition, had proceeded to the wharf to learn the earliest intelligence personally.

CAPTAIN JOSLIN ABOARD.

The s.s. *Kinshan* entered the harbour on the stroke of ten o'clock and drew alongside her wharf at 10.10 p.m., making fast within a couple of minutes later. As soon as the gangway was hoisted up Capt. Clarke was the first to step across to the ship, followed by Dr. Harston and the other Europeans, including the *Telegraph's* representative. The groupe marched in single file up to the weather deck of the *Kinshan*, and here Captain Joslin had been accommodated in an easy chair on the journey down from Canton. Captain J. J. Losius, of the *Kinshan*, standing by his wounded colleague, received the chief of the Steamboat Co. and the surgeon attending. Captain Joslin, who is a comparatively young man, is possessed of splendid physique and a constitution far above that of an ordinarily strong man. He was reclining in the chair, dressed in loose night garments and his chest exposed. A light white bandage girthed his frame immediately below the lungs, and under the right breast bone is located the wound through which the revolver bullet penetrated. But for his reclining posture, it was impossible to detect from his cheerful and robust appearance that Captain Joslin was suffering from the brutal attack, and the serious injury so cruelly inflicted on him. He conversed with Captain Clarke and replied to Dr. Harston's inquiries in a perfectly coherent manner. After the surgeon had ascertained his patient's condition the ambulance was ordered on board, and, at 10.30 p.m., Captain Joslin was removed to the Government Civil Hospital, where he is under treatment.

Dr. C. R. Hager was a passenger on the s.s. *Kinshan* last night, and stated that he was on deck with Captain Joslin, *during the trip*, and was astonished at his power of endurance which was such as he had never met with in all his long medical experience. With a bullet in his breast Captain Joslin was not only able to take charge of his own ship, but many hours later he climbed unaided to the deck of the *Kinshan*.

CAPTAIN JOSLIN OPERATED ON.

Inquiries at the Government Civil Hospital, yesterday forenoon, elicited the information that Captain Joslin passed a very good night. At the time of our inquiry (11.15 a.m.), Dr. J. Bell, the superintendent, and Dr. W. V. Koch, the assistant superintendent, were busily engaged in performing an operation to extract the bullet from the patient. By noon the operation was completed, and thanks to the combined surgical skill of the Government Hospital doctors, it was attended with entire success. The bullet was extracted, and, we are glad to be able to state, Captain Joslin is doing as well as can be expected, under the circumstances.

DETAILS OF THE OUTRAGE.

It would have been obviously inconsiderate and injudicious, in the condition of Captain Joslin on arrival, to submit to him questions relating to the savage assault on his vessel, in the nature of a Press interview. In the circumstances it was absolutely unnecessary since a complete narrative of the occurrence was related by him to the Captain and Officers of the *Kinshan* on the journey to Hongkong. From them our representative was very kindly placed in possession of the following facts:

The *Sainam* trades between Canton and Wuchow. On Friday (13th inst.) with cargo and passengers on board she left Kaukong on the West River, at 6.45 p.m. to proceed to Samshui. All went well for half-an-hour or so from the commencement of the journey. At about a quarter past seven in the evening, Captain Joslin, the Rev. Dr. R. J. J. Macdonald, M.D., of the Wesleyan Missionary Society, and Mr. J. Seggie, chief engineer, were standing outside the saloon door, after dinner, gathered in pleasant conversation.

INDIAN GUARD ATTACKED.

While so engaged, they observed what appeared to be the first symptoms of a slight disturbance among the Chinese passengers—some of whom were in reality pirates in disguise. An Indian guard was seen to lead one of the ringleaders by the queue, with the ostensible purpose of taking him before the captain. In doing so the watchman was noticed to try to reach his revolver on the side of his belt. Perceiving the purport of the Indian's attitude, the man was at once overpowered by some Chinese and knocked down. Whereupon the three Europeans led by Capt. Joslin rushed to the watchman's assistance, without, however, taking the previous precaution of providing themselves with any weapons. This was explained in their belief that the attack was only a case of common assault.

EUROPEANS MURDEROUSLY CHARGED.

When the Europeans got near, a concerted murderous charge was made by a gang of twenty or more fiends who viciously attempted to reach the doctor and the ship's officers with swords, one ruffian meanwhile firing a shot from a rifle at Capt. Joslin, which lodged a bullet under his right breast bone, penetrating to the back.

It at once dawned upon the three men that they were face to face with desperadoes such as the locality has a notoriety for, and a desperate hand-to-hand encounter would have to be fought to the death. With wonderful presence of mind the three ran to the wheel-house for the ship's arms; they were closely pursued by the murderous gang. Before the officers had time to get the rifles out of the stand, they were forced to seek an exit by the opposite door of the wheel-house. No sooner had they emerged from this exit than a second gang, quite as numerous as the first, and armed with rifles and swords, charged from the opposite direction. Meanwhile the pirates were reinforced by their confederates. Seeing the overwhelming odds against them, the Europeans turned to the saloon, where they hoped to find shelter. Engineer Seggie was the last to get into the saloon, and promptly closed the door behind him.

"I AM WOUNDED!"

All this time Capt. Joslin was unconscious that he had been wounded by the first rifle shot from the pirates. And as blood now began to flow from the wound, and he felt his coat wet on his skin, he turned round to Dr. Macdonald, saying, "I am wounded!" The doctor's first thought was to render immediate aid to his injured companion, and proceeded to open the Captain's coat to ascertain the extent of his injuries.

DR. MACDONALD SHOT.

While he was so engaged a stinkpot was thrown into the saloon, dispersing the men there. Capt. Joslin and the doctor rushed out on the starboard (or port side of the ship—it has not been clearly established), and as soon as they were outside the saloon, Dr. Macdonald exclaimed to the Chinese, in the vernacular tongue, in which he was quite proficient, "*Um ho! Um ho!!*" ("Don't, don't.") Before he could utter another word the thirst for blood so goaded the vile fiends on that one man deliberately drew out his revolver and, pointing at Dr. Macdonald, blew his brains out.

THE PIRATES' FIENDISHNESS.

Resistance against such frightful numerical odds, armed as they were *cap-a-pie*, was completely hopeless, and Capt. Joslin, practically incapacitated from further fight by his serious wound, bethought himself of Dr. Macdonald's cabin to escape slaughter at the hands of the organised band. As he reached the cabin he dropped on the floor through exhaustion and loss of blood profusely streaming from his wound. Even here and in the helpless condition that he was in, the pirates, bent on doing him to death, followed him. The murderers started kicking Capt. Joslin as he lay on the floor, and mercilessly knocked him about. His presence of mind did not fail him even at this critical juncture, and Capt. Joslin feigned death. He wore a gold ring on his finger, which, before the pirates departed, they cruelly wrenched off, tearing his skin and a portion of his flesh as they did so. They then left him for dead on the floor, giving a contemptuous parting kick on his prostrate body as they turned away.

THE GUARDS HORS DE COMBAT.

Before the struggle proceeded between the pirates and the Europeans, the ruffians made sure of overpowering all the four Indian guards, who, as already stated, were the first objects of attack. By sheer force of numbers the Indians were ultimately placed *hors de combat*, not before, however, showing a plucky fight in the stubborn resistance they made against such big odds. Had those men been armed with cutlasses, instead of a six-chamber revolver, which is a defensive weapon of restricted utility at short range, the issue of the fight might have given results far more satisfactory than the complete victory and mastery of the situation gained by the depredators in the present instance.

CHINESE FIREMAN'S GALLANTRY.

If the connecting links in the chain of this narrative present sad reading, one feature of the tragedy is not unworthy of special note and comment in particular reference to the damaging *assertions so often* appearing in public print against the value of Asiatic crews on board British ships. It is our pleasing duty to record that Chief Engineer Seggie owes his life no less to his own pluck and valour than to the assistance of his Chinese fireman who helped him to a place of refuge behind the boilers. To reach him at this point of vantage, the pirates could only approach singly, and, cowards that they were, none dared to show fight.

LOOTING WITH VENGEANCE.

Having disposed of the European Officers and the Indian guards, the marauders obtained complete control of the vessel. Little did they care for the Chinese crew who were utterly powerless. The pirates had the *Sainam* anchored in a creek and forthwith began the work of looting with vengeance. Cabin doors were smashed open, the purser's office ransacked, and Engineer Seggie's apartments raked for all that was worth taking away. They didn't get much, however. Seggie had only some fifteen dollars' worth of small money lying about which the robbers appropriated. From the Captain's cabin some papers of no value were removed. Capt. Joslin had fortunately put away his money in a plain little wooden box of inconsequent appearance. This the pirates did not imagine was worth their while to carry away, and so left the box where it stood. The Captain subsequently recovered it and had his little treasure "chest" with him on board the *Kinshan* yesterday, turning it over to Capt. Lossius's safe keeping as he was removed to hospital last night.

THE CHINESE PASSENGERS

fared badly at the hands of the looters. All their trunks and packages were forced open indiscriminately, and those of the passengers who remonstrated were viciously assaulted, many being so seriously injured as to require being sent to hospital at Canton for treatment. The exact extent of the native passengers' losses will never be ascertained.

A PITIABLE SIGHT.

The *Sainam*, presented a pitiable sight of wreckage and *débris*—in the shape of smashed doors, splints of woods, a profusion of broken glass windows, and bullet-riddled panels—after the whole hour she was held in the ruthless mercy of the plunderers.

THE PIRATES' ESCAPE.

The plan of operations must have undoubtedly been laid by a professional hand, trained by practical experience and aided by a number of confederates no less skilful in the pursuit of the nefarious traffic which has terrorised travellers and traders in this particular district. For no sooner was the extensive looting completed than the gang—variously estimated at between 70 and 150 men—systematically transferred all the booty into five large junks that were awaiting the spoil in the vicinity. The crews of these junks are said to have been all naked, but had taken the previous precaution of having their bodies painted in different coloured dyes so as all the more effectually to complete their disguise. The booty carried away, however, may yet prove their very undoing, by means whereof it is trusted a clue might be established leading to the capture of a few, at any rate, of the murderous gang who, so far, escaped scatheless with not so much as a single member injured in the affray.

THE PIRATES' DEPARTURE.

In less than no time the piratical fleet was out of sight. When all danger was thought to be over the pilot assumed charge of the *Sainam* and promptly cleared her. The native fireman at the same time went up to Seggie in his retreat as the messenger of the joyful tidings that "*Allo makee go*," meaning that the pirates had departed. He also told his chief that "Captain belong dead," so completely successful was Joslin's ruse. Seggie got out of his hiding place almost immediately, and made straight for the captain in Dr. Macdonald's cabin. Capt. Joslin recognised his fellow-officer as soon as he stepped in and in unfaltering tones inquired: "Is that you, Seggie." On being assured that he was no other, the joy was mutual, that both survived the dreadful ordeal of the evening. The chief engineer's injuries, though severe, were due to burns from the primitive Chinese infernal machine; and the scalds from contact with the hot boilers.

JOSLIN ON DECK

Capt. Joslin, with assistance, was taken up on the top deck, and there he remained in a chair at his post till Samshui was reached.

GUARD OF BLUEJACKETS ABOARD.

At Samshui an official report of the occurrence was made. The *Moorhen* (British river gunboat) which was in port sent a guard of bluejackets on board the *Sainam*. Capt. Joslin was then attended to by the doctor of the *Moorhen*. First aid having been rendered him, the *Sainam* proceeded with all speed to Canton reaching that port at 1.30 p.m. on Saturday (14th inst.).

AT CANTON.

The Chinese officials and the British and foreign Consular authorities had had communicated to them by wire from Samshui the main outlines of the tragedy, and so on the arrival of the *Sainam* at Canton the principal officials promptly boarded the vessel, on a preliminary visit of investigation. Tantai Wen Tsung-yao appeared on behalf of the Viceroy.

The injured Chinese passengers were all removed to the Canton Hospital and Captain Joslin's wound was dressed by Dr. Davenport.

THE LATE DR. MACDONALD.

Just before the *Kinshan* left Canton for Hongkong on Saurday, the remains of the late Rev. Dr. Macdonald were being put into a coffin.

In a special despatch received from our Canton correspondent yesterday, he wrote: "The remains of the late Dr. Macdonald will be sealed in an air-tight coffin and taken to Wuchow."

To complete the narrative it should be mentioned that before the pirates left the *Sainam* they piled some clothes in a heap and set fire to it, with the idea, no doubt, of burning the ship and so extinguishing every trace of their infamous deed. The fire failed to increase, however, and they failed in their last diabolical conception. For had the ship caught fire there could have been no knowing to what number the dreadful casualty list might have reached.

3 p.m.

On an appointment being arranged yesterday morning a representative of this paper called at the Government Civil Hospital shortly before three o'clock to interview the captain of the *Sainam*. On arrival at the institution he was told to go to the first floor and, in Ward No. 5, he would find the Captain. On his way to Ward 5 he met a Sister and, on informing her of his mission, he was told to wait, while she hustled off to the other end of the verandah and engaged in conversation with a gentleman, who sat erect in a long chair, and who, our representative was later informed, was the captain of the *Sainam*.

She returned in somewhat of a hurry and said that she was afraid the captain could not then be interviewed. "The captain is not at present in a fit condition to talk," she continued. "He has just had an operation performed and the bullet extracted, besides he is in pain." "Then under the circumstances the interview is off." "You might call to-morrow when I think he will be in a condition to speak."

After a short conversation, in which the journalist was informed that Captain Joslin had great difficulty in lying down, but could sit erect, our reporter took his departure, promising to return on the morrow.

"CANTON DAILY NEWS" REPORT.

Our promising new contemporary at Canton, the *Canton Daily News*, issued the following Express on Saturday (14th July):—

Yesterday, at 7 p.m., while 50 miles below Samshui, the s.s. *Sainam* was plundered by river pirates.

The desperadoes came on board as passengers and at Kautong surrounded the saloon while the passengers were at dinner. Missionary Dr. Macdonald, who was a passenger, was shot dead on the spot, the Captain severely wounded. The Chief Engineer took refuge in the engine-room where he hid behind the boilers, from where he was later rescued, badly injured by the intense heat.

Those of the native passengers who offered resistance were killed by blows on the head, and four Indian watchmen (ship's guard) were also badly injured.

The whole ship was plundered, doors broken open, trunks and furniture smashed. The ship presents a horrible spectacle. After completing their dastardly work the pirates dropped anchor, and left the ship by Chinese junks that were awaiting them. The crews of these junks were entirely naked and painted in fantastic colours.

H.M. gunboat *Moorhen*, stationed at Samshui, left at once for the scene of the robbery. Commissioner of Customs at Samshui, von Lindholm, at once wired details of the atrocity to H. E. the Viceroy and the Commissioner of Customs at Canton, and sent to-day, by first train a deputy to communicate with the authorities.

At once upon receiving the news of the outrage Mr. von Lindholm sent word to the Chinese Admiral in Samshui, who considered his full duty done by sending a Mandarin of lower degree to investigate the matter.

The *Sainam* is expected to arrive here at noon to-day, carrying the remains of Dr. Macdonald.

Dr. Macdonald leaves a widow who resides at Wuchow, where the deceased was for years one of the most respected and popular residents.

The funeral of the late Rev. Macdonald, M.D., will take place this afternoon about 2.

A launch will leave the French Steps at about that time.

[The foregoing narrative was issued in a special edition of the *Hongkong Telegraph* at six o'clock Saturday evening.—Ed., *H.K.T.*]

CAPTAIN JOSLIN PROGRESSING FAVOURABLY.

From inquiries made at the Government Civil Hospital at 3 o'clock this afternoon, we learn that Captain Joslin is progressing in the most favourable manner. He was enjoying the breezes on the balcony of the Hospital and spending the passing hours in the most agreeable fashion. There is no doubt that the Captain will make a speedy recovery from the effects of the wound he received in the affray on the *Sainam*.

ANOTHER ACCOUNT.

[*From Our Own Correspondent.*]

Canton, 14th July.

The steamer *Sainam* which left Canton on the morning of the 13th for Wuchow was proceeding as usual on her regular voyage when the passengers were suddenly attacked by pirates near the village of Samshui. The only foreign passenger aboard was Dr. R. J. Macdonald, of Wuchow, who for 17 years has been a missionary under the Wesleyan Mission at that place. The remaining foreigners were Capt. Joslin and the engineer. It seems the pirates had taken passage at Canton, Yeung Ki and various other villages between Canton and the place of attack. About 7.15 last evening, after the evening repast, the pirates simultaneously attacked the Chinese and the three Englishmen. Dr. Macdonald was instantly killed, being shot in the forehead. In the dining saloon where the doctor fell, the wreck of the furniture showed a hard struggle. Capt. Joslin was wounded in the chest and abdomen, and, being seriously injured, feigned death and was kicked and knocked about mercilessly; but owing to this ruse he was let alone and owes his life to great presence of mind.

The engineer took to the engine-room and crawled under the boilers where only one man at a time could attack him, and, cowardly, fearing such odds, left him unmolested.

The entire ship was looted from stem to stern, the money from the purser's office and all valuables, wherever found, were promptly seized. The steamer's cabin doors, windows, and furniture were smashed and splintered, as though she had been attacked by a gunboat with shells at short range.

The vessel is strewn with broken glass, splints of wood, door frames, and every sort of *débris*.

A number of Chinese passengers were seriously injured and were taken at once to the Canton Hospital on the arrival of the steamer at this port.

The remains of Dr. Macdonald arrived here this afternoon (July 14th) on the ill-fated steamer which returned to Canton instead of proceeding on its journey.

The doctor will be interred here this afternoon, by the members of the Wesleyan Mission residing in Canton. Dr. Macdonald is a veteran missionary; has had an honoured service in Wuchow, being held in high esteem by the foreign community there, being the Customs physician, by the missionary body, and by all who knew him in this city and Hongkong, not only on account of his professional attainments, but for his great culture and learning, to other with his most earnest devotion to help the Chinese. Dr. Macdonald leaves a widow and two children.

The pirates, to the number of 150, after collecting the looting, were met by five large cargo boats which hove alongside the steamer, and thus made off. Not one was captured.

The English gunboat *Moorhen* has gone to the scene of trouble. The Chinese officials met the *Sainam* at the port and a full investigation is being made through the Chinese on board at the time.

A steamer of this size has not been attacked on these rivers for a long time and a thorough search for the pirates will doubtless be made by the authorities.

Later.

The remains of Dr Macdonald will be sealed in an air-tight coffin and taken to Wuchow.

INJURED INDIAN GUARDS.

ARRIVAL IN HONGKONG TO-DAY.

A MASS OF BANDAGES AND MISERY.

Amid a surging throng of wondering Chinese, three of the Indians who formed the guard on board the *Sainam* arrived by the steamship *Hankow* at 3.15 this afternoon. The reception they received was in curious contrast to the excitement on board. There they had been accommodated on the upper deck, away from the rag, tag and bobtail, and there they sat nursing their wounds and looking the picture of misery. They had been squatting on the usual Chinese mats and their thoughts seemed to be miles away.

One of the trio, a bearded old warrior, seemed to have no wounds at all. In fact, he almost became cheerful when questioned, through an interpreter, as to his injuries. He lifted up his vest, however, and showed a forbidding-looking bruise on his stomach. He was actually the worst hurt of the three.

Another was patched all over the face. He had a bandage over his brow and round his ear. There was a patch under his right eye, and half a dozen pieces of plaister on his nose. Every now and again he felt his nose gingerly, and his lips kept moving as if he were saying to himself—"My beauty's gone for ever, ah me!" He could not speak English.

The third had his head swathed in bandages, round and round about, head, neck and face, only his eyes and a piece of his brown nose were visible. He seemed to be looking into vacancy; at least, he had no interest in what was passing around him.

Captain Clarke, secretary of the Hongkong, Canton and Macao Steamboat Co., was the first up the gangway when the *Hankow* had been moored. He received packets from Canton and at once proceeded to examine the condition of the Indians. But little could be got from them; they were tongue-tied and could only appear miserable. On the instructions of Captain Clarke, the men were removed to the Government Civil Hospital in chairs. They do not seem to have been dangerously wounded, although there can be no doubt they had suffered greatly at the hands of the pirates.

The fourth Indian, who was very seriously injured, has been detained at the hospital in Canton.

MOTIVE OF THE CRIME.

PIRATES WHOSE MISSION FAILED.

17th inst.

By far the most interesting development of the *Sainam* piracy is contained in the statement which a Canton correspondent makes to-day, to the effect that the pirates were not after money as has been suggested, but were seeking to obtain possession of a large quantity of arms and ammunition which was being sent by the Chinese Government, per the *Sainam*, to be distributed to Government troops in the interior. According to the writer, the information of the pirates that arms and ammunition were to be put board was perfectly correct. How they obtained it is a mystery but their informants were certainly trustworthy agents. The point to be cleared up is whether the arms and ammunition were actually on board. Our correspondent says they were, and that the pirates got what they wanted. Naturally, it is very difficult to get information on the point, either corroborative of the story or the contrary. It is beyond doubt, however, that if the shipment was not actually made the Chinese authorities had the intention of dispatching such warlike material into the interior for the purpose, we are led to understand, of suppressing the activity of certain malcontents.

A PIRACY FRUSTRATED.

An exceedingly interesting narrative has leaked out as the result of the *Sainam* affair. About a month ago, the commander of the steamer *Sanui*—Captain Black—which is engaged in the same trade, had a curious experience. The compradore of the vessel in going his rounds had his suspicions aroused by the "disreputable appearance to two evil-looking, blackguardly Chinamen. He made inquiries and found that they had come on board without any luggage whatsoever, and without passage tickets. The perspicacious compradore called the Indian guards, who promptly led the men into the presence of Captain Black. They were cross-examined to no purpose. Then they were searched, when it was found that each was armed with a loaded revolver. They were at once put in irons, locked up in a cabin, and an armed sentry was placed outside in order to frustrate any attempt to escape. On arriving at Samshui the discovery was reported to the Customs officials at that port, and the men were handed into the custody of the Customs authorities. Inquiries were instituted and the prisoners advanced the excuse for being armed that they were soldiers of the provincial authorities. Although their unsouth and unkempt aspect belied the truth of the assertion they had to be discharged for want of definite evidence to the contrary. It is still believed by Captain Black, however, that these men were members of a pirate gang who were only waiting their opportunity to raid the steamer, and would have done so had it not been for the astuteness and quick-witted instincts of the compradore. In shipping circles from which we have gathered the above absolutely authentic information the matter has been warmly discussed, and many are of the clear opinion that these two men were members of the gang which was responsible for the outrage on the *Sainam* the other day, and helped to plan the dastardly attack which resulted in the death of Dr. Macdonald.

ATTITUDE OF THE GOVERNMENT.

Comment is being freely made on the lukewarmness of the Hongkong Government over the *Sainam* affair. Shipping people hold that the Government should take action, but on the other hand it is pointed out that the *Sainam* showed negligence in failing to have a proper equipment of arms and ammunition to meet such an attack. The real remedy seems to lie with the owners of the *Sainam* and those who suffered at the hands of the pirates. It is for them to move the local Government to take action, and we hope that such representations will be made by those concerned as may enable the Government to recognise the affair officially.

IF IT HAD HAPPENED IN TSINGTAU.

If such a thing had happened in Tsingtau, remarked one shipmaster to-day, the pirates would have been captured on the very day the outrage occurred. In illustration of this idea, the shipmaster related how a case of house-breaking occurred in the German Colony and within a few minutes the perpetrator was in the hands of the police and punishment meted out to him very shortly afterwards. "It seems to me," said the same gentleman, "the Hongkong authorities are far too mild in dealing with malefactors from South China."

INDIAN GUARDS IN AGONY.

Although there was nothing in the outward appearance of the three Indian guards who landed yesterday in Hongkong to suggest that they were greatly suffering from the effects of the struggle with the pirates on the *Sainam*, it appears that they have been very badly injured indeed. One of the men had his nose blown off; another had his jaw smashed by bullets; while the third man was shot twice in the stomach. In the case of the latter, none of the bullets has yet been extracted. The man lies in a most critical condition, and it is feared that he will eventually succumb to his injuries. All the men suffered agonies in the Hospital last night. They kept crying out in the intensity of their pain, although every attention was paid them by the nurses and doctors. This is all the more astonishing when it is recalled that yesterday afternoon the Indians, as they squatted on the upper deck of the *Hankow*, were absolutely quiescent, and one of them was even able to smile when questioned as to his injuries. But perhaps it was the reaction that set in last night, after the excitement of the previous three days.

THE VICTIMS IN HOSPITAL.

Inquiries were made at the Government Civil Hospital to-day regarding the condition of those who were wounded in the *Sainam* piracy. We were courteously informed that all the victims are getting on as favourably as could be expected. Captain Joslin was sitting out on the verandah this afternoon, enjoying a rest after the exciting experience he had last Friday. He is well on the way towards recovery, a fact that may in great measure be due to his stalwart frame and healthy condition, combined with his optimistic and cheery disposition. The Indians were stated to be in the same condition as they were on arrival yesterday afternoon. It was hardly to be expected, however, that there would be much change in them in the short space of 24 hours.

"BRITAIN, MISTRESS OF THE SEA?"

To the Editor of the "Hongkong Telegraph."

Dear Sir,—Since the publication of the sensational news concerning the *Sainam* piracy case, hundreds of Britishers have felt inclined to put a ? after Britain's hard-earned title: "Mistress of the Sea," and, furthermore, are asking themselves the question: "Is the British Lion's tail no longer sensitive?" In the light of recent events one can hardly blame them for thus taking leave of their senses, neither can one laugh ironically at the man who vehemently declares that if the authorities would but lend him the *Moorhen* for a few hours, he'd darned soon give the pirates their gruel! It is by no means pleasing to think that at a time when prompt action is absolutely necessary, those who should be up and doing their duty are tied hand and foot with coils of red tape, and are commanded to hold their souls in patience until a Mandarin of low degree is superseded by another with a more valuable handle to his name. Such shilly-shally business is warranted to exasperate an angel, and tempts the sober-minded journalists to dip their pens in vitriol. The British Admirals who patrolled the coast of Southern China thirty or forty years ago were not accustomed to hang upon the word of a Mandarin; on the other hand, they hustled and hustling inspired the piratical bands with a wholesome dread of the "Foreign Devil," with the result that, in a short space of time, Cantonese pirates and others of that ilk took to oyster culture in preference to a trade which had suddenly grown distinctly precarious. Britons would like to see the living images of such strenuous naval men in command of the China Seas to-day, but I very much fear they will have to whistle loud and long for them. Our naval officers and men of the present time are all brave fellows, ready to go anywhere and do anything to protect their kith and kin, but they cannot take the law into their own hands as formerly. The fantastic code of official etiquette of the XXth century demands that the officer in command shall, before taking action in any matter whatsoever, await the advent of a gold-laced flunkey, who with a bit of pasteboard on a silver salver, shall present the same to the officer in command with the observation: "Sir, here are yer ordhers and here's me card."

Now this kind of gloved-hand policy makes Britain look ridiculous in the eyes of other nations, and converts the symbol of Britain's greatness, the lion rampant, into a sickly abortion with, porcelain-filled teeth, rubber-clad claws, and a tail wrapped in cotton wool. To change all this, and who shall say a change is not needed? I respectfully suggest the installation of the Marconi system of telegraphy on board all steamers trading on the China coast. A competent official should be placed in charge with strict orders not to leave his post until the vessel reaches her destination. Should anything suspicious occur on board, or would-be pirates prove obstreperous, the official in question could immediately communicate with the nearest gunboat, and thus secure prompt and adequate relief. By establishing Marconi stations on land, and in the neighbourhood of those secluded coves and bays so much in favour with pirates, much may be done to bring about the abolition of piracy in Chinese waters. I do not know whether such a scheme be practical, but I give the idea for what it may be worth. If the authorities think it feasible, then let them hasten to put it to the test, and give trembling Britons, twelve months hence, a chance to exclaim with pride, when they hear the word "Piracy" mentioned, "Thank God. We have changed all that!"—Yours faithfully,

A PALE-FACED BRITON.

Hongkong, 17th July, 1906.

ARMS AND AMMUNITION

REPORTED CAPTURE BY THE PIRATES.

THE PROBABLE OBJECT OF THE ATTACK.

[*From Our Own Correspondent.*]

Canton, 16th July.

From further information which has come to hand, it appears that the leaders of the gang of pirates who attacked the *Sainam* had been apprised of the fact, through some outside source, that the Chinese Government had shipped some 98,000 rounds of ammunition and a large number of rifles on that vessel.

It is believed that the object of the attack was mainly to secure possession of the rifles and ammunition. If that were the case, the pirates were entirely successful. The munitions of war were found and carried off, together with all the booty that could be stowed away in the five junks.

CHINESE LOSSES.

Two wealthy Chinamen who were travelling by the *Sainam* were robbed to the extent of $2,500, one having $1,500 stolen from him, while the other lost $1,000.

THE INDIAN GUARDS.

Three of the Indian guards, who were badly wounded by the pirates in an effort to resist the attack are reported to be recovering rapidly. The plucky fellow who was the first to be assaulted and to whose assistance Captain Joslin and the Rev. Dr. Macdonald proceeded, has had several bullets extracted from his jaw and is now doing well. The other Indians only received slight body wounds.

BRITISH GUNBOAT'S DESTINATION.

His Majesty's river gunboat *Robin* has left for the scene of the outrage.

THE LATE DR. MACDONALD.

The remains of the late Dr. R. J. J. Macdonald were placed on board the steamer *Nanning*, of the Hongkong, Canton and Macao Steamboat Company's line, in order that the body may be interred at Wuchow. The Rev. Tope, of Canton, and Dr. Harry Anderson, of Fatshun, accompanied the remains to Wuchow.

"SAINAM" REVIVED.

FIFTEEN PIRATES CAPTURED.

CAPTAIN CLARKE'S TESTIMONY.

NOTHING LEFT UNDONE TO PROTECT THE PASSENGERS.

20th inst.

We learned to-day that Captain Clarke, the Secretary of the Hongkong, Canton and Macao Steamboat Company, after proceeding on a journey of investigation up the West River had returned to Hongkong. By appointment, a representative of the *Hongkong Telegraph* had the pleasure of meeting Captain Clarke this afternoon, and many material facts were obtained in connection with the recent outrage on the *Sainam* which have not yet been made public

With the usual modesty which commends all journalists, the interviewer inquired whether the report which appeared in the *Telegraph* was supported by the facts?

"Your report," said Captain Clarke, "in all the main details is absolutely corroborated by the official report in this office, and I can suggest no correction in the statement."

CAPT. CLARKE'S EXPERIENCES.

Captain Clarke was then asked to relate his experiences on the West River. He stated that he left Hongkong on Tuesday night, and *via* Canton went to Samshui, by the *Sainam*, returning by the Company's steamer *Nanning* yesterday morning, whence he took passage to Hongkong and arrived here last night. Naturally, he first directed himself to the Consul-General at Canton, of whom he spoke in the highest terms. The promptitude with which Consul-General Mansfield took steps in the matter was, in Captain Clarke's opinion, a lesson to those Consuls who manifest little or no interest in their compatriots. To use his own words:

"The Consul-General at Canton acted not only promptly but just as the outrage occurred. The Chinese officials also were notably prompt in the measures they took to secure captures and they have shown great earnestness of purpose in carrying out every detail in co-operation with the representatives of the British Consular officials."

A LARGE GANG CAPTURE.

Up to yesterday afternoon 15 of the pirate gang which looted the *Sainam* had been captured, within a radius of 40 miles from the scene of the crime

"I think," said Captain Clarke, "that the capture of such a large number will ultimately lead to the arrest of the whole gang."

The river, he stated, is now continually patrolled by the *Moorhen*, and after the outrage was reported the *Moorhen* took on board the pilot of the *Sainam* in order that the exact position of the piracy might be located, and to learn the spot where she dropped anchor at the will of the pirates.

THE SNAKE-BOATS' MISSION.

In one detail Captain Clarke said we had erred and that was with regard to the presence of only five junks, which put off from the shore in order to receive the booty. Instead of there being five junks as we stated in our first report, there were a large number of those remarkable snake-boats which at a signal given by the pirates were launched from the shore and sailed to the *Sainam*. These boats were completely manned and to show how carefully planned the affair had been, Captain Clarke said: "I need only mention that on one of the boats there were fifteen men, armed with modern rifles, the pattern of which could not be discovered owing to the darkness. I am convinced that they would have been used against the passengers and crew had any serious resistance been offered. There is not the slightest doubt that the pirates and their adherents intended to make a stiff fight for the booty on the *Sainam* and, if necessary, they would have fought to the end. They stood by, and they certainly would not have gone away but would have fought to the bitter end, and were primarily intended to successfully cover the retreat of their confederates.

THE GUARD-BOATS.

A guard-boat was actually stationed on the opposite side of the river when the *Sainam* passed. The fact that the *Sainam* was in the hands of pirates and was headed for an adjoining creek did not concern those on board the guard-boat. At all events, no notice was taken of the unusual course pursued by the British vessel.

In the opinion of Captain Clarke, these guard boats are absolutely useless for protecting or defending the floating trade of the delta. They are really meant for and would be most useful in a riot in the villages alongside the river. But they certainly fail in their purpose of affording official and efficient protection for the steam traffic along the river.

CLAIM FOR INDEMNITY.

Asked whether it was the intention of the Company to lodge any claim for indemnity against the Chinese Government for the loss and damage sustained by reason of the piracy, Captain Clarke said it was premature for him to furnish any answer to the question, but he had no doubt that the Company was entitled to make a claim against the Government. In his opinion, considering the promptitude with which the Consular officials had dealt with the matter, the British Chargé d'Affaires at Peking must have been informed by Consul-General Mansfield at Canton, of the affair immediately it had happened. Of course, the Consul-General had also intimated the Viceroy of the outrage as soon as he heard of it.

POLICY OF PROTECTION.

On the general question of the defences against piratical attacks on peaceful traders Captain Clarke said:

"The policy of our Company has certainly been a consistent one, as you can tell from the numerous trips you have taken on our ships and from personal observation you have been able to note on each occasion that no precaution whatever is relaxed against all possible attacks, whether by pirates or by robbers, at any stage of the journeys, from the time she casts off her moorings to the moment she gets to anchor at her destination. These measures have been in force ever since the memorable *Spark* tragedy which occurred in 1874.

THE COMPANY'S REGULATIONS.

At this stage of the conversation Captain Clarke indicated to our representative the regulations which are posted in the general office of the Company, one of which (Regulation 7) reads as follows:

"He (the Master) will see that armed sentries are regularly posted on the upper and lower decks at proper posts, in order to guard against any piratical surprise or attack; that the vessel's arms are always in efficient condition and ready for immediate use; that strict watch is kept at all times in port and when under weigh and every precaution taken to protect the safety of the vessel and those on board. He shall keep a regular log and enter therein the customary items and particulars of each trip, and shall on each occasion communicate in writing to the Secretary any circumstances he may observe likely to prove either of general interest or affecting the interests of the Company."

These regulations are framed and posted up on each of the Company's ships.

"You will have observed," said Captain Clarke, "in the course of your numerous journeys with us that our guards and watchmen—in fact, all those whose duty brings them in contact with the deck passengers—are armed to the teeth, and the example you see of those on board the *Heungshan* is typical of that prevailing on board every ship belonging to the Hongkong, Canton and Macao Steamboat Company. You have my authority to deny flatly any assertion which might have appeared in print alleging negligence of any sort on the part of the superior or subordinate officers of the *Sainam* on the occasion of the recent outrage.

[Captain Clarke made several other interesting reflections on the West River tragedy, but owing to the limitations of space we are obliged to hold over his further views.—Ed., *H. K. T.*]

AMERICAN PRESS COMMENTS.

Our well-served contemporary at Manila, the *Cablenews*, contains full telegraphic despatches relating to the attack on the *Sainam* last week. Commenting editorially on the occurrence, the Manila journal offers the following trenchant criticisms:—

Pirates on the West River between Canton and Hongkong have not been so common of late years, and they have confined themselves to attacks on junks, launches, and small Chinese craft. Indeed, the story of the last attack on a steamship had almost become a legend, and many Manilans travelling to Canton or Macao have listened with incredulity to the strange tales of the officers of the steamers about the time that Captain So-and-So had to defend his vessel with rifles.

The attack of two days ago, as graphically told in the dispatches to the *Cablenews*, exceeds for ferocity, daring, and success any in history. It calls for stern and repressive measures. Great Britain will undoubtedly undertake the policing of this region from now on, and will make China pay handsomely for her expense and trouble. Britain has the largest interest at stake in Hongkong and in Canton, but America will, beyond doubt, support England at every step All kinds of devilry against foreigners in China is growing. Since the Japanese conquered China in 1894, and more and more since Japan whipped Russia, the fear and respect for Western people is dying out in the heart of the Chinese.

It may be the waking of the sleeping giant, who for centuries has submitted somnolently and humbly, to the dictation of Europe and America. But it bodes ill for America especially. If China should come to a realization of her power, and her hundreds of millions of strong, death-disregarding natives should take hold of modern things as have the Western peoples, the Philippines would be in constant menace of seizure and over-running by the hordes of celestials

That this is the final destiny of the Philippines we do not doubt. America, with a strong government here, and England at Hongkong, might for a half century or more, stand off the Chinese eruption; and they alone could do it. Without a strong government here or the protection of a strong nation, the Chinese would break down the barriers of exclusion, and swamp the Filipinos in a few years. The Filipinos should think over this seriously. England perceives it, and therefore her alliance with Japan.

STOWAWAYS FROM JAPAN.

Chief Officer Raphael Lobez, of the s.s. *Coptic*, appeared against two Japanese—a farmer and a married woman—at the Police Court this morning, charging them with arriving in the Colony, on the 20th instant, on board his vessel, without the captain's or owner's permission.

The defendants denied trying to defraud the the steamship company.

Evidence was led to the effect that defendants boarded the *Coptic* at Nagasaki and were not discovered on board until the vessel was far out. The discovery was made by the boatswain of the ship.

Defendants said that they had no intention of leaving their country at all. They went on board the *Coptic* to work. They fell asleep and when they awoke the ship had left the port.

Here the Japanese interpreter intimated that the defendants were country people from a village 50 miles inside of Nagasaki, and he did not think they had any intention of stowing away.

The complainant replied that when questioned on board the ship the farmer said he wanted to go to America.

His Worship said he would remand the case until Monday in order to call the Japanese Consul to see what he could do for the defendants.

ADMIRAL MOORE IN TOKYO.

IMPERIAL AUDIENCE.

On the morning of the 9th inst. Admiral Moore and the principal officers of the British squadron were presented to their Majesties the Emperor and Empress by Sir Claude MacDonald, the British Ambassador. Admiral Moore and party were met at Shimbashi by Admiral Saito, Minister for the Navy, Commander Moriyama, and other gentlemen After visiting the Navy Department and Admiral Togo, Admiral Moore and party drove to the Imperial Palace, where they were presented to their Majesties at 11.50 a.m., afterwards dining with his Majesty.

There were present, besides the British officers, Sir Claude MacDonald, British Ambassador, Marquis Takudaiji; Admiral Saito, Minister of the Navy; Viscount Hayashi, Minister for Foreign Affairs; General Okasawa, Chief Aide-de-camp to the Emperor; Prince Iwakura, and a number of officials.

In the evening Admiral Moore and his officers attended a dinner given at the Naval Officers' Club at Tsukiji by Admiral Saito, Minister for the Navy. Besides the principal guests there were present over 100 officers of the Navy and Army and officials, including Admiral Viscount Ito, General Kodama, General Kawamura, and Admiral Kamimura. The Minister for the Navy submitted the toast of his Majesty King Edward, and Sir Claude MacDonald proposed the health of his Majesty the Emperor.—*Japan Chronicle.*

JOHN Hagen, seaman, U.S.S. *Callao*, came before Mr. H. H. J. Gomperiz, at the Police Court on Wednesday, charged with behaving in a riotous and disorderly manner at Blue Buildings wharf, last night, and also with assaulting a Naval Yard policeman, and damaging his tunic. Hagen said he was sitting on the wharf with a friend and the complainant—who could not speak English—came up to him and said something Defendant did not understand what the Indian said and suggested that he should undertake a journey to that place which is a trifle warmer than Hongkong. That caused the fight. Defendant was ordered to pay $5 on each charge, and furthermore to pay accused 45 cents as compensation.

WEST RIVER PIRACY.

CHINA ASSOCIATION.

VICEROY VIGOROUSLY DENOUNCED.

SWEEPING RESOLUTION ADOPTED.

As the result of the strong feeling which has been aroused in the Colony over the dastardly piracy committed on the steamer *Sainam* while proceeding along the West River last week, and the unhappy death of Dr. R. J. J. Macdonald, the Hongkong Branch of the China Association decided to consider what steps should be taken to punish the marauders and exterminate the pirate gangs of the Canton delta Accordingly, an extraordinary general meeting of the members was held this afternoon to discuss the matter. As a rule the meetings of the Association are held in private, but recognising the importance of the subject, and the general interest manifested by the public in all that is concerned with the matter, the proceedings on this occasion were thrown open to the Press, a concession which will no doubt be appreciated as much by the community as it was by the Press. There was a record attendance of members, there being over sixty present, and Mr. M. Stewart, Chairman of the local Branch of the Association, presided. Among other present were:—Hon. Mr. W. J. Gresson, Hon. Mr. E. Osborne, Messrs. D. R. Law, A. G. Wood, H. N. Mody, W. G. Humphreys, T. F. Hough, H. P. White, T. P. Cochrane, E. J. Grist, Geo. Simms, Geo. Tomlin, C. D. Wilkinson, G. M. Harston, Capt. W. E. Clarke, M. W. Slade, W. Skinner, H. W. Looker, H. H. J. Gomperiz, J. Hastings, H. E. R. Hunter, E. J. Barrett, H. Pinckney, W. Parlane, Geo. H. Medhurst, F. Smythe, G. C. Moxon, H. W. Slade, W. J. Saunders, and J. W. Kew.

THE CHAIRMAN'S SPEECH.

Mr. M. Stewart said:—Gentlemen,—In calling this meeting together your committee have no other motive than an earnest desire to strengthen the hands of those whose official duty it is to assist in obtaining satisfaction for a gross violation of the British flag; to bring to justice the perpetrators of a diabolical outrage; and to insist that in future the Chinese authorities responsible for the safety of traders on the West River shall be made to fulfil their repeated promises of providing adequate protection. I am a believer in the friendly watch-dog theory of the Association. I conceive it to be no part of our business unnecessarily to worry British officials who are doing their utmost to further the interests committed to their care. As a rule, in my view, it is only incumbent on us to offer an opinion when, looking at matters from a commercial standpoint, we are impressed by aspects possibly in danger of being obscured by considerations of a different order. On the subject which we are here to discuss it may seem to some of you inconceivable that there can possibly exist any difference between official and mercantile views. It may seem to you a matter of certainty that every British official concerned—high or low, at home or abroad, from the Secretary of State in London to the Vice-Consul at Canton—must see eye to eye with those who are endeavouring, mainly out of patriotic sentiment, to develop the difficult, dangerous and so far unprofitable carrying trade between Canton and Wuchow, or between Wuchow and Hongkong. Your Committee have every hope that this will prove to be the case. They hope that our authorities clearly perceive where the real responsibility rests and they confidently anticipate the presentation of a united front and a firm attitude in fighting down the inevitable opposition of the Chinese authorities to our just demands. Nevertheless, they consider it their duty to invite discussion on a resolution which I shall presently propose with a view to making local mercantile opinion perfectly clear. If we succeed in doing this we shall have done what is required by us by the objects of the Association. The first object of the Association is to represent and express the opinion of the British mercantile community. The circumstances leading up to the *Sainam's* piracy demands such an expression of opinion. To understand and appreciate all the circumstances it is necessary to think back over a decade. No one who was only born yesterday in China can possibly understand or appreciate these circumstances unless he is gifted with a quick imagination. Without that gift newcomers will naturally be apt to regard the *Sainam* incident as an isolated event. Those of us who were here when the West River was opened realise that it is nothing of the sort. We know that it is merely the natural outcome of events which have taken place since then—that it is simply the culminating point in a long series of incidents following one upon another in logical sequence. It would be tedious if I were to dwell in detail on all these incidents. Moreover, time does not permit it. Time only permits me to indicate briefly certain broad and significant aspects of the question. Broadly treated and briefly stated the circumstances may be summarised thus. The West River was declared open to trade in June, 1897, by Imperial Edict. At first many difficulties were encountered—ill-conceived regulations, shifting channels, no buoys, no lights and other similar inconveniences incidental to pioneering; but that any danger existed of piratical attacks on steamers flying the British flag was not reckoned with seriously. No one who went to Wuchow in those days ever thought of many more than if the voyage had been to Macao. I was an early passenger. I remember the trip as if it were yesterday. The idea of danger never entered my head. But in a little time things began to change for the worse. Chinese launches then entering upon the trade offered good plunder to the adventurous robbers and cases of piracy became frequent. Anyone who cares to study the records of the Chamber of Commerce and the China Association, or to consult the files of the local Press, will find that the question of protection of the West River trade has been constantly cropping up since then. We, whose lot has been cast in Hongkong during the period, know it as men know the things that have become woven into their daily life. We need no records to remind us that during the period of Li Hung Chang's viceroyalty these attacks became of much less frequent occurrence, and that towards the end of it they had practically ceased. Li Hung Chang, in fact, put down piracy. I wish particularly to direct your attention to that fact. It is important, inasmuch as it serves to make clear that in the hands of a strong administration the thing can be done. (Applause.) Again, no records are needed to enable most of us to recall the circumstance that after Li Hung Chang's departure these outrages were renewed. This was predicted by the then chairman of the Hongkong China Association in his report dated, May, 1899. There you will find these words: "A few months of feeble government on the part of Li Hung Chang's successor will again fill the river and its backwaters with pirates and robbers as numerous and audacious as ever." Li Hung Chang's successor proved to be feeble, with the result indicated. The piracy which occurred under his regime were, however, still confined to attacks on native craft A noteworthy circumstance is that the then acting Viceroy appeared to believe that the British flag had still sufficient prestige in the eyes of the pirates to secure its protection to passengers travelling under it. In support of this statement I may remind you that he went so far as to suggest to the British Consul in Canton that it would be desirable for the steamer companies' vessels to call at the smaller ports then open in order that Chinese passengers might travel in safety. The result of this suggestion was a letter from the steamboat companies to the Chamber of Commerce on September 19, 1902, requesting them to press for the opening of these ports The outcome was that the Chinese authorities declared the ports open in January, 1903 The idea worked. Passengers of all nationalities travelled in safety under the British flag, Chinese benefiting equally with foreigners in immunity from outrages then constantly being perpetrated on passengers travelling in Chinese launches or other native craft. These outrages increased in number as had been predicted and things were in a bad way in the delta when the present Viceroy was appointed. When he passed through Hongkong on his way to assume office he had an interview with Sir Henry Blake in which he undertook to make the suppression of piracy one of his first duties. For a time people believed that he intended to fulfil his promise. He started his official career in Canton as a professed enemy to evil-doers of all sorts. Those interested in the development of the West River trade looked hopefully forward to the institution of a campaign having for its object the destruction of villages which are practically robbers' strongholds, whose location in the reaches of the river and in the upper delta is well-known. For a time the Viceroy maintained some reputation as a reformer. His name apparently inspired certain salutory awe. Outrages decreased in number, while those that took place were confined, as during his predecessor's regime, to acts upon native craft. Unfortunately this satisfied him. Herein lay his weakness. As long as the pirates confined themselves to small offences he confined himself to tinkering with the evil instead of honestly trying to root it out. Wrong-doers are quick to take advantage of slackness in those placed in authority over them. Little by little the pirates gained confidence and their depredations assumed more ambitious shape. Appetite grows by what it feeds on. The appetite of the more adventurous spirits grew, until eventually small native craft were no longer large enough to satisfy it. The first symptom was an attack made near Wuchow on a launch flying the British flag, in the latter part of last year, which made it evident that a new state of things had arisen. This incident was allowed to pass without any striking measures of retribution being taken to impress the perpetrators with the enormity of the crime. Indeed, by this time the Viceroy's attitude to all representations of foreign rights had grown casual to a degree. Quite obviously he had come under the new wave of Chauvinism which now unfortunately animates mandarindom from one end of the empire to the other. Not only was nothing really done in the matter, but about Chinese New Year many of the patrol launches were withdrawn from the waters of the upper Delta and laid up in the front reach at Canton, where they laid until the other day, and where they may very well be lying now. Possibly, it may have been about this time that the Viceroy made the suggestion to the British Consular authorities, behind which he is now trying to shelter himself. I allude to his idea of making use of his braves to search Chinese passengers who propose to travel by foreign steamers—a great idea, truly worthy of a great administrator, a cheap means of enabling him to shirk his responsibilities! He would have saved the pay of the braves who would, no doubt, have been well content to exchange it for the squeeze exacted from the passengers. No better scheme for discouraging Chinese from travelling by these steamers could well be devised. (Applause.) The Chinese, in obedience to their gambling instincts, would naturally prefer to take the risks of being held up by native craft to the certainty of being thus bled. The suggestion indicates that the Viceroy was well aware of the existence of the dangers and also shows that he was unwilling to take effective measures to provide against them. Either he was unwilling or incompetent to do so. In either case the position called for his removal. Assuming him to have been able to put a stop to this intolerable state of affairs the fact that he did not do it can only be explained on the supposition that he did not want to do it. Assuming, on the other hand, that he wanted to do it but could not, then clearly he was unfit for the post. In either event he should have been replaced by someone who both could and would perform the obvious duty. The natural result of all this was that on February 14 an attack was made on a large motor boat named the *Tien Kong*, owned by a British subject trading up the West River from Samshui. $2,500 was stolen, and the motor boat was run ashore by the pirates, almost opposite and in full sight of a Chinese guard-boat from which no assistance was forthcoming. As far as I can learn no satisfaction for the outrage has yet been obtained. But if anything was done it was clearly not a sufficiently striking measure to emphasize the heinous nature of the crime of violating a foreign flag. For on March 22 the Standard Oil Company's launch the *Comet* was held up and robbed and her crew brutally maltreated. Still nothing was done to vindicate the position of the foreign shipowner as guaranteed to him by China under the existing treaty. Following upon this came the piracy of a Chinese launch belonging to the Po On Company, a Hongkong company, from which $10,000 were robbed. No punishment, as far as is known here, followed the outrage. The desperadoes now seemed to have come to the larger foreign steamers plying on the West River, and so we have had to witness this last, worst case of all—the murderous and fatal attack on the *Sainam*. The details are fresh in your memory. It is unnecessary for me to go into them. The point I want to make is that the incident is clearly traceable to the supineness of the Chinese authorities in the face of the previous occurrences to which I have referred. And now comes the question: Who is the official directly responsible for this supineness? I can conceive of only one answer. Viceroy Shum is responsible! (Hear, hear.) Dr. *MacDonald's* blood is on his official head. In common justice the Viceroy's official life should answer for the crime. It should be cut short by his enforced retirement. (Applause.) This last is merely my private view. It may be met by the objection that there is no likelihood of Shum being succeeded by a better man. But even a worse man than Shum would be better for us if he came to his duties impressed by the idea that he had really to govern in order to reign. We are told that the Viceroy, in consequence of the prompt and energetic demands of the British Government, is doing his best at the moment to capture the culprits The horse having escaped great zeal is being brought to bear in shutting the stable door. This is all very well, but why did not the Viceroy display some zeal before? I think I can tell you. He thought it was safe to ignore British Consular representation. That is why. He ignored all manner of representations consistently and persistently. Now he seems to be afraid. That is well. But his tremors will not bring the dead to life again, nor will it restore for many a day the loss of confidence in the protective power of the prestige of the British flag upon the river. Moreover, activity in searching for the *Sainam's* culprits, in catching a few out of the 100 or more implicated and exhibiting their heads on poles along the river bank, will not do any permanent good, unless it be accompanied by the systematic destruction of the pirates' lairs—well-known to the people of the district—and furthermore, be followed up by the inauguration of an efficient service of properly manned and well-found steam cutters; not, as at present, occasional launches lying idle at long distances apart with steam down and the crew asleep, or gambling, living on wages most of which they do not get, and making up the difference by taking "hush money" from the pirates. This is the sort of thing which has brought about the present evil And for this, as for everything else, the Viceroy must be held accountable. (Applause.) It is clear that he has not seriously endeavoured to cope with the difficulties of the situation; that he has allowed matters to drift, and that he has altogether failed to fulfil the functions of his high office. He is the real culprit. On his shoulders the blame rests and we should not rest until this has been made plain to him. Unless it is, the whole affair will soon be forgotten and the old evils will recur. In saying this, I speak with the confidence arising out of the knowledge that I am uttering not merely my own convictions, but those also of the leading members of the civil community; not only of the British mercantile community, but also of the heads of the mercantile houses of other nationalities who conduct business from Hongkong. Further, I make bold to say that these views are in consonance with those of every honest and law-abiding Chinese. Indeed, it is far more in their interests than in the interests of any foreigner that steps should be taken to eradicate these pirate pests and to re-establish law and order in the region of the delta where the Chinese are the chief sufferers by the lax administration of which we complain. Life, property and communication are alike unsafe, and trade languishes in consequence. In the interest of every merchant of every nationality; of every law-abiding Chinese; of every traveller, whether official, commercial, missionary or visitor to these shores; in the interest of everyone—including even the Chinese officials, if they would believe it—in the interest even of prospective pirates—who would be happier earning an honest livelihood—it is time that confidence should be restored; it is time that something definite and drastic should be done. These are the views on the strength of which I invite you, gentlemen, to support the following resolution:—

"That this meeting of members of the Hongkong branch of the China Association desires to record the opinion that recent outrages on shipping in the West River are directly due to lax administration on the part of the Viceroy of Canton; and to press upon the London Branch the need for representing this to the Foreign Office, and while gratefully acknowledging the promptness and energy with which His Majesty's Government has already taken the matter up members here present respectfully urge that unless the Chinese authorities can be induced to take steps to exterminate piracy and to prevent its recrudescence there is no guarantee that the evils complained of will not recur." (Loud Applause).

HON. MR. GRESSON'S ADDRESS.

Hon. Mr. W. J. Gresson:—Mr. Chairman and gentlemen,—We must all deplore the regrettable incident that has necessitated our meeting here to-day. The daring piratical attack on the *Sainam* has unfortunately resulted in loss of life, among the victims being a man who has placed his time and training at the disposal of the Chinese, with the desire to alleviate their sufferings, and what is his reward? An untimely death, due to no steps being taken by the authorities, to patrol and police the waterways, or as they may well be called highways of the province. It is not for a matter of weeks, or even months, but for years, that piracy has been rampant in what is generally called the Canton Delta; indeed, his knowledge of its existence has been openly admitted by the Official responsible for the keeping of law and order, and it is almost incredible that no energetic steps have been taken to suppress the evil. You are well aware, Gentlemen, that when foreigners act as pioneers in the shipping or any other trade, tending towards the development of the vast Chinese Empire they do so under enormous disadvantages, in breaking down "olo custom," and overcoming native susceptibilities. (Applause.) Nevertheless, lives and money are freely risked in the firm belief that on just such occasions as the present, they can claim and promptly receive the protection of the flag under which they are working (Applause.) The Chinese are not slow to recognise this fact, and it is in large measure owing to the protection and fair treatment which they expect to receive, that they patronise steamers trading under a foreign flag in preference to those owned by their own countrymen, and with a footing once gained experience soon teaches the advantages of conforming with the western customs. It is, therefore, obvious that if this support be denied us, the risks will become so great that they must seriously interfere with, if not strangle the development of trade in the two Kwang provinces. A contrast may be usefully drawn between the state of law and order which prevails in the district under the sway of Yuan Shih Kai and the lawlessness and disorder which is rife in the region administered by His Excellency Shum (Applause) In asking our Government to insist and, if necessary, assist the Chinese Government in putting an end once and for all to this intolerable menace to life and property, which exists in a greater or less degree throughout the land, I am confident that we can look for their support; for we are not only asking their assistance on behalf of all foreign nationalities, but they will also be rendering a signal service to the Chinese nation at large (applause), who like ourselves are in the hands, and at the mercy, of these lawless robbers. With these remarks, Mr. Chairman, I have much pleasure in seconding the resolution that you have put to the meeting. (Applause.)

MR. LAW'S SPEECH.

Mr. D. R. Law:—Gentlemen,—I will not detain you for more than a few minutes. I desire to give expression publicly to the deep regret of the owners of the *Sainam* at the lamentable death of Dr. Macdonald. That such a valuable life as his should have been so needlessly sacrificed at the hands of the cowardly ruffians who attack the *Sainam* must ever be a matter of deep regret to us all, and I am sure I am expressing your feelings when I say that our deepest sympathy is extended to Mrs. MacDonald and family in their great loss. (Hear, hear.) I also desire to give my hearty support to the resolution proposed by our Chairman. It is, indeed, high time for this Association to move and to demand that an end shall be made, once and for all, of these pariahs of humanity who infest the trade routes of South China without let or hindrance and live on the proceeds of their vile murders and robbery. We do not only ask for the punishment of the guilty in the *Sainam* case, we demand that the pirates and their villages shall be eradicated. (Applause) We shall not be satisfied with such tardy efforts as the Viceroy is reported to be making now. (Applause.) The cancerous growth of piracy which has spread itself all over the Canton Delta is not to be destroyed by taking action only when it manifests itself in some diabolical form such as the *Sainam* case. It requires a ruthless surgeon to apply the knife and cut it out root and branch. (Applause.) Yesterday it was poor Dr. MacDonald, who was sacrificed on the altar of official ineptitude and corruption; to-day it may be some other valued friend; to-morrow perhaps even yourself if your duty calls you to these regions. Every day it is the poor Chinese who suffer at the hands of unrestrained ruffianism; and are we to sit quietly by and never move a hand to stem the torrent of misery and suffering that follows on the train of these atrocities against humanity? We are more than justified in calling upon our Government to redress these wrongs. (Applause.) If diplomatic pressure has no effect on the Chinese Government in awakening it to the enormity of its guilt and to a sense of its responsibilities, then I have no hesitation in affirming that it becomes the duty of our Government to take the matter in hand and propose to the other Powers more immediately interested joint action in putting an end to a state of affairs which is a disgrace to civilization. (Applause.) In claiming the right of security for life and property, both for Native and European alike, we are surely not asking too much. And if the Chinese Government admit their inability to provide that security upon which the highest form of human happiness and prosperity depends, then I conceive that they can no longer be treated by the usual diplomatic methods employed between civilized Powers (Applause) The British Government has always taken the lead in endeavouring to treat China as though she were a civilized Power, with the idea of helping her to become one; has always endeavoured to adopt a beneficent attitude towards the Court of Peking, with the result that there is no gratitude; no response; no radical change in the attitude of the higher officials towards us; indeed, there is to-day rather a return to the attitude of 50 years ago, to the bad old days of Commissioner Yeh in whose modern prototype, Viceroy Shum, very little difference seems to exist. (Loud Applause.)

Mr. Hough spoke in support of the resolution. In the course of his brief but pertinent remarks he insisted that for the recent outrages vigorous action becomes necessary. The supineness of the Chinese Authorities must disappear altogether, and life and property must have adequate and ample protection. (Applause.)

The Chairman invited discussion. There being no response, the resolution was put to the meeting and unanimously carried.

Mr. Stewart then intimated to the members that on Monday last the local Branch of the Association wired home to the London Branch that the British flag had been violated in the trade on the West River and requested that action might be taken in the matter. The Hongkong Branch has since been informed by cable that this had been done.

The meeting dispersed on a vote of thanks to Mr. Murray Stewart for presiding.

FUN AT YOKOHAMA.

A BRITISH BLUEJACKET'S ADVENTURE.

The *Japan Herald* states that an amusing incident occurred on the Bund near the Club Hotel—and in the water adjoining—about half-past one the other day. A bluejacket—a big, brawny fellow—from one of the British warships in harbour, who had been making merry during his leave on shore, was walking along the Bund towards the Hatoba. Being minus his hat, and of a somewhat unsteady gait, Jack attracted the attention of a Japanese policeman, who followed the bluejacket a short distance. "Jack," not appreciating the company of the guardian of the law, is stated to have struck the latter. In a short time another policeman was seen walking towards the bluejacket, who, thinking himself in a tight corner, stepped off the Bund to the foreshore, quickly divested himself of his jumper, trousers and shoes, and swam off from the shore, remarking that if half a-dozen policemen could not secure him on land he was quite sure they would not do so in the water. And they did not. The police did not even emulate the tar's example, but in a very short time a police launch was steaming from the Hatoba with half-a-dozen constables on board. A boat was secured and manned by two policemen, and the two craft tried to arrest the "fugitive from justice." But threats and inducement were of no avail. Jack was able to defy the lot. Soon; however, a British naval launch steamed from the Hatoba, and when the seaman got safely on board he waved his hand to the large crowd who had witnessed the incident. A policeman was taken on the naval launch, and the two were conveyed to the British warship, where Jack's leave will probably be stopped during the remainder of his stay at Yokohama.

JAPANESE DOCK AT SHANGHAI.

SCHEME ABANDONED.

The *N. C. D. News* has good authority for stating that the Kawasaki Dock Company have no intention of starting operations at Shanghai. Land was purchased with that intention, but the scheme has been dropped.

No less than sixty-one gamblers were brought before the Police Court on Monday in answer to the usual charges Sixteen were captured having their little flutter at No. 67, Kowloon City Road, Hunghom. The leaders were despatched with $50 apiece and the others $3 each. Seven hailed from the Central district—gambling at No. 14, Heung Hing Lane, and the ringleaders were asked to contribute $25 each, and the rest $3 each. The biggest raid on this occasion was from Chung Kwan O, Kowloon City, where two games were found being played at the same time. Around one table twenty-one men were secured and from the other table in an adjoining room a further seventeen were captured. The gamblers at the first table were going for *ngau pai*, while in the next room *pai kau* was being indulged in, so that when a player got tired of the one game he need only cross into the next room to have something fresh. The case of the twenty-one men was heard first. The two leaders were each fined $100 and the remainder $1 each. The leaders in the game of *pai kau* had to pay $25 apiece and the remainder $2 each. "The police 'excursioned' out to those places to get the gamblers," remarked a police officer. "We knew they had just drawn their whack (salary) and why shouldn't the Government relieve them of some of it in fines?"

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

THE RETENTION OF WEIHAIWEI.

To the Editor of the "Hongkong Telegraph."

Dear Sir,—With reference to the various rumours lately circulated regarding the evacuation of Weihaiwei, we should be much obliged if you would kindly find space in your valuable paper for the enclosed correspondence.—Yours faithfully,

D. CLARK & Co.,

Weihaiwei, 11th July, 1906.

[*Enclosure.*]

Weihaiwei, 24th March, 1906.

Your Honour,—We, the undersigned, merchants and others have the honour to address you with a view of finding out definitely from the Home Government what their intentions are regarding the retention of Weihaiwei.

Since the close of the Russo-Japanese war last year, we have been patiently expecting that the Government would make some definite announcement as to the lease and status of Weihaiwei, but up to the present, with the exception of Mr. Runciman's statement in the House "that he did not consider the transfer of Port Arthur to Japan had changed the status of Weihaiwei, and no action is contemplated," we have heard absolutely nothing about the place.

Owing to this continued uncertainty, trade is paralysed and all business practically at a standstill. Several large transfers of property which under ordinary circumstances would have taken place have been indefinitely postponed.

At present no one will invest anything here and unless something definite is declared shortly, many of us will be compelled to transfer our interests to other places.

We therefore beg that your Honour will forward this petition to the Home Authorities and kindly ask them to wire us a definite assurance as to their intentions regarding this place.—We have the honour to be, etc.,

Cornabe Eckford & Co.,
p.p. F. Larkins.

His Honour the Commissioner.

Government House,
Port Edward, Weihaiwei,
28th March, 1906.

Gentlemen,—I have the honour to acknowledge the receipt of the letter of the 24th inst. addressed to me by merchants and other residents of Weihaiwei, regarding the tenure of Weihaiwei, and in reply to inform you that I have forwarded it to the Right Honourable the Secretary of State for the Colonies.

I have the honour to be, etc.,

(Sd.) J. H. Stewart Lockhart,
Commissioner.

Messrs. Cornabe Eckford & Co.

Government House,
Port Edward, Weihaiwei,
3rd July, 1906.

Gentlemen,—With reference to my letter No. 39 of the 28th March last, in which I acknowledged the receipt of a communication addressed to me by merchants and other residents of this Territory, regarding the tenure of Weihaiwei, I have the honour to state that I have just received a despatch from the Right Honourable the Secretary of State for the Colonies, instructing me to inform you that his Lordship has nothing to add to the recent statement in the House of Commons by the Secretary to the Local Government Board, viz: that it is not considered that the transfer of the Russian Lease of Port Arthur to Japan has made any change in the present status of Weihaiwei, which is leased to His Majesty's Government, and no action is at present contemplated with regard to the lease.

I have the honour to be, etc.,

(Sd.) J. H. Stewart-Lockhart,
Commissioner.

Messrs. Cornabe Eckford & Co.

EXPEDITING MAIL DELIVERY.

To the Editor of the "Hongkong Telegraph."

Sir,—Can you, or anybody else, tell me why the Imperial German mail steamers entering this port with the home mails on board do not stop to discharge their mails in the same way as the English and French mails do, as soon as the Post Office launches approach them and signal to them to do so? My business affairs necessitate my being very much afloat around the harbour, and I frequently see the Post Office launch going out to meet the German mail boat, and "tooting" away to signal her to stop and hand over her mails for this port; but though the Post Office flag is flying, and the presence of the launch in the vicinity of the arriving mail steamer must be thoroughly understood on board by the captain and officers, they ignore it all and steam on to their moorings, and then only is the mail discharged. In this way a considerable delay is caused in the delivery of the mail to the merchants of the Colony, often causing serious difficulties, when the incoming mail must be answered and despatched the following day.

A harbour regulation that mail steamers, having mails for this port on board, must stop and discharge them when signalled by the Post Office launch, when in charge of a competent official to do so, should abate this annoyance, and prevent our having to wait unnecessarily for an extra hour or two for our mails.—Yours, etc.,

MERCHANT.

Hongkong, July 18th.

HONGKONG VOLUNTEER RESERVE ASSOCIATION.

18th inst.

The following are the highest scores made in the Pool competition at the Kings Park range on Saturday and Sunday the 14th and 15th inst., 500 yards range:—

G. H. Wakeman	63+ 6	=69
A. G. Newington	56+13	=69
Dr. Pearse	58+ 9	=67
J. McCubbin	52+12	=64
R. D. Atkinson	46+18	=64
E. W. Terrey	49+14	=63
S. A. Joseph	49+12	=61
J. H. Pidgeon	60 scr.	=60
A. J. W. Watt	48+12	=60
A. Moir	49+10	=59
R. M. Ezekiel	43+19	=59
W. Chatham	39+20	=59
Dr. G. M. Harston	38+20	=58
A. Jenkins	49+ 6	=55
J. B. Lewingdon	46+ 5	=54
Dr. W. A. B. Moore	40+14	=54
E. M. Moon	40+14	=54
J. C. Gow	53 scr.	=53
H. T. Richardson	44+ 8	=52
G. E. Morrell	32+20	=52
A. G. Pile	39+12	=51

Japanese residents in Vladivostok already number over 3,000, and have formed an association for the protection of their interests. Mr Kawakami, Japanese Commercial Agent, is the chairman of the Association.

GYMKHANA NOTES.

18th inst.

Another very bright and exciting meeting may be looked forward to next Saturday and though the sun may perhaps be a trifle uncomfortable, it will be rendered as innocuous as possible by means of a canvas awning which the committee have decided to erect and which will cover the whole of the stands on the rails and so make it one of the most delightful spots on a warm afternoon as there is always a charming south-westerly breeze at the time of the day that the races are run.

* * *

The Challenge Cup will, of course, be the *bonne bouche* of the afternoon, owing chiefly to the improvement in Ionic, who has come on wonderfully since the last meeting. He is a very consistent performer and always puts in a good finish. Blue Nile, too, under the change of owners and stables, has developed muscle and is moving in good style; he will, moreover, have the assistance of our premier jockey in the saddle. Exchange King has not been going as well of late and unless he speedily improves I do not think he will trouble the judge to any great extent.

My tip for the Challenge Cup will therefore be Ionic.

* * *

I append some "times" taken for the benefit of your readers:—

Ionic, 1 mile, 2.15, last quarter 32.

Blue Nile, 5 furlongs, last ½ mile 1.6, last quarter 31.

Mamodeen, and Merry Mite, 1 mile 2.25, last quarter 34.

Kingston, 1 mile 2.19½, last quarter 33.

Preston, and Ingot, 1 mile 2.22½; last quarter 33.

Pathan, 1 mile, 2.25; last quarter 32½.

Lashmere, 1½ miles, last ¾ 1.52½; last ¼, 34.

Highland Raider, 1 mile, 2.22; last ¼, 33.

Highland Gillie, ¾ mile, 1.45; last ¼, 33.

Kingston (Brutton) 1 mile, 2.18; last ¼, 33.

Preston (Brutton) and Ingot (Boy) 1½ miles, 2.56½; last ¼ 36.

Eager (Mackie) and Mamodeen (J. Gresson) 1 mile, 2.55; last ¼ 37.

Ionic (Boy) ½ mile, 1.5; last ¼, 30½.

Jobber (Gresson) and Merry Mite (Mackie) 1½ miles, 3.2; last ¼ 37.

Highland Raider (Gegg) and Pathan (Clarke) 1 mile, 2.16; last ¼, 35.

Lashmere (Clarke) and Highland Gillie (Gegg) 1½ miles, 3.02/5; last ¼, 33 2/5.

A Turf Enthusiast.

THE ENTRIES.

The following is the programme of the fourth meeting to be held at the Happy Valley, on Saturday, 21st July, 1906 (weather permitting):—

1.—4 P.M.—One Mile and a Quarter Flat Race. Handicap.—For all China ponies. Non-winning jockeys allowed 5 lb. Entrance fee $5. 1st prize: A Cup; 2nd prize: $25. (Entrance fees to go to winner.)

Mr. G. K. Hall-Brutton's Preston, 13h 2in., 10st. 5lb.
Mr. G. K. Hall-Brutton's Kingston, 13.1, 11st. 3lb.
Mr. W. G. Clarke's Pathan, 13.1, 10st. 13lb.
Mr. W. G. Clarke's Lashmere, 12.3, 10st 3lb.
Father O'Flynn's The Jobber, 13.1, 10st. 4lb.
Father O'Flynn's Merrymite, 12.2, 10st. 1lb.
Hon. Mr. W. J. Gresson's Ionic, 13.1, 11st. 1lb.
Hon. Mr. W. J. Gresson's Mamodeen, 13.2, 10st. 7lb.
Mr. H. F. Hickman's Roscommon, 13.0, 10st. 3lb.
Mr. A. C. Hyne's Ingot, 13.0, 10st. 4lb.
Mr. D. Macdonald's Highland Gillie, 13.1, 10st. 11lb.

2.—4.30 P.M.—Welter Race. 3 furlongs. —For all China ponies which have not been entered for any of the regular racing events this Gymkhana season. Catch weights over 13 stone. Riders in the regular racing events to be barred. Entrance fee $5.

Hon. Mr. W. J. Gresson's K.O.S.B.
Mr. Logan's Paisley's Pride
Mr. Reinbek's Saxonia

Post Entries.

3.—5 P.M.—Gymkhana Club Challenge Cup.—Distance one mile.—Value to be declared when cup is purchased. For all China ponies. Catch weights at 10 st. 6lb. Winners of an open race or open griffin race 5lb. extra. Non-winning subscription griffins allowed 5lb. Non-winning jockeys allowed 5lb. To be won by the pony scoring most marks in the race for the cup, counting 4 points for a first; 2 for a second; and 1 for a third. The benefit of marks already scored to pass with the pony on a sale. Any winner of the race to carry 5lb. extra for each win in subsequent starts for the cup, but in the event of a pony carrying the penalty not winning, 2lb. to be deducted next time he starts. Penalties accumulative up to 15lb. Entrance fee of $5 to go in the purchase of a memento to the winner of each race, and $25 to second pony out of the Club funds. At the conclusion of the season a cup, value $100, will be presented to the owner of the pony obtaining the second highest number of marks.

Mr. G. K. Hall-Brutton's Kingston, 13h. 1in., 11st. 1lb.
Mr. W. G. Clarke's Pathan, 13.1, 10st. 1lb.
Father O'Flynn's Merrymite, 12.2, 10st 6lb
Hon. Mr. W. J. Gresson's Ionic, 13.1, 10st 6lb.
Hon. Mr. W. J. Gresson's Mamodeen, 13.2, 10st. 6lb.
Mr. D. Macdonald's Highland Gillie, 13.1, 10st. 11lb.
Mr. D. Macdonald's Highland Crofter, 13.1, 10st. 11lb.
Mr. Godfrey Master's Blue Nile, 1.31, 10st. 11lb.

4.—5.30 p.m.—Ladies' Nomination.

Post Entries.

5.—6 p.m.—Three Quarters of a Mile Race. Handicap.—For all China ponies. Non-winning jockeys allowed 5 lb. Entrance fee $5. 1st prize: A cup; 2nd prize: $25. (Entrance fees to go to winner.)

Mr. G. K. Hall-Brutton's Kingston 13h. 1in., 11st. 4lb
Mr. W. G. Clarke's Pathan, 13.1, 1st. 12lb.
Mr. W. G. Clarke's Lashmere, 12.3, 10st. 12lb.
Mr. Walter J. Daniel's Baluchi, 12.3, 10st. 5lb.
Father O'Flynn's Merrymite, 12.2, 10st. 5lb.
Father O'Flynn's The Jobber, 13.1, 10st. 9lb.
Hon. Mr. W. J. Gresson's Ionic, 13.1, 11st. 2lb.
Hon Mr. W. J. Gresson's Mamodeen, 13.2, 10st. 8lb.
Mr. F. H. Hickman's Roscommon, 13.0, 10st. 9lb.
Mr. A. C. Hyne's Ingot, 13.0. 10st. 10lb.
Mr. D. Macdonald's Highland Roider, 13.1, 10st. 9lb.
Mr. Ottery's Red Herring, 13 0, 10st. 7lb.
Mr. Ottery's Tethelbert, 13.1, 10st. 9lb.

6.—6.30 p.m. Hurdle Race.—For China ponies. Distance about one mile and a quarter. Catch weights 10 st. 8 lb. Winner of hurdle race at first, second and third gymkhanas to carry 5 lb. extra. Entrance fee $5. 1st prize: A cup; 2nd prize: $25. (Entrance fees to go to winner.)

Mr. G. K. Hall-Brutton's Preston, 13h. 2in., 10st. 13lb.
Father O'Flynn's The Jobber, 13.1 10st. 8lb.
Hon Mr. W. J. Gresson's Glenburn, 13h. 1in., 10st. 13lb.
Hon. Mr. W. J. Gresson's Eager, 12 3, 10st. 8lb.
Commander H. D. Wilkin's (R. N.) Linkman. 13.2, 10st. 8lb.

DEATH OF STOKER CONLAN.

IN THE NAVAL YARD.

17th inst.

Leading Stoker Conlan, of the Kowloon Torpedo Depôt, died at 8.25 o'clock last night in the surgery, in the Naval Yard, from sunstroke.

From what we can gather it appeared that Conlan, who was at work on a torpedo-boat during the earliest part of yesterday morning, was later sent on duty in the Naval Yard. At 3.15 p.m., Conlan with other sailors were engaged in loading a cart with wire rope. After that deceased got between the shafts to pull the cart to the wharf when he was suddenly seen to fall. He was picked up unconscious and removed to the surgery, from where doctors were called. Two local medical practitioners, the *Tamar's* doctors, and several orderlies attended to Conlan, but he never regained consciousness and died a few hours later.

It was also said that owing to the amount of work that had to be done deceased had no time to return to Kowloon yesterday for tiffin, and he went without any.

LAND COURT APPEAL.

17th inst.

In Appellate Jurisdiction this morning, before the Full Bench, consisting of their Honours Sir Francis Piggott, Chief Justice, and Mr. A. G. Wise, Puisne Judge, the appeal heard in the matter of the claim of To King to land in the New Territory, known as claim S., Survey District No. 2, and in the matter of the New Territories Land Court Ordinance, 1900 to 1904.

Hon. Sir Henry Berkeley, K.C., Attorney General, instructed by Mr. F. B. L. Bowley, of Messrs. Dennys and Bowley, Crown Solicitors, appeared for the Crown Appellant, To King not being present either in person or by representation. The Honourable the Attorney General said this was an application for leave to appeal on behalf of the Crown against the decision and award of the Land Court in the matter of To King's claim. The respondent was not present, and probably would not come.

The Puisne Judge: Oh! we'll never see him.

After quoting the law on the subject the Hon. the Attorney General asked that his application be granted, and the order was given accordingly.

The Full Court then adjourned.

MAN'S HOUSE HIS CASTLE.

COMMISSION AGENT IN TROUBLE.

18th inst.

D. Meyer, a commission agent, of 28, Wyndham Street, according to his statement, made a mistake last night which brought him as a defendant in a police-court case this morning. There were three charges against Meyer—behaving in a disorderly manner while drunk in Mr. Manoel Passos' house at No. 7 Staunton Street, assaulting the complainant and his son, R. Passos, a clerk in the R.E. office, and also with damaging property to the extent of $2. The complainant said that shortly after nine o'clock last evening he heard someone knocking at the door. He went to see who it was and defendant pushed open the door and struck him. Complainant's son went to see what was the trouble and he was drawn into the fight then in progress. A woman, who wanted to be peacemaker, was knocked down. During the fight $2 worth of glass was destroyed. The tenants in the adjoining house, hearing the disturbance, blew whistles. When the alarm was sounded defendant cleared, but was arrested, by Inspector Brown, running away. Defendant said he only had a couple of drinks last night, and some cigar ash must have got into his last drink and it got to his head. When he left a hotel he went to visit a friend at No. 9, Staunton Street. One staircase led up both to complainant's house and defendant's friend's dwelling place. When he got on the top floor he went to the wrong door and the complainant and his people "flew" out and thrashed him with sticks. His Worship found defendant guilty, remarking that a man's house was his castle, and fined accused $25, and bound him over to keep the peace for three months.

THE ROYAL HONGKONG GOLF CLUB.

18th inst.

The monthly competition for the Robertson Farewell Cup was held at Happy Valley on the 16th July, 1906. The following returns were handed in out of an entry of 36:—

Dr. G. M. Harston*	9 —13	=77
Mr. E. J. Grist	86— 5	=81
Mr. C. W. May	86— 5	=81
Mr. F. J. Badeley	91—10	=81
Lt. H. Wilson, R.N.	97—15	=82
Mr. J. Clark	84— 1	=83
Lt. C. B. Down	92— 7	=85
Mr. E. V. D. Parr	94— 9	=85
Mr. D. B. Murray	100—15	=85
Mr. T. R. Norrie	93— 7	=86
Mr. W. C. D. Turner	101—11	=90

POOL.

Mr. E. J. Grist†	86— 5	=81
Mr. C. W. May†	86— 5	=81
Lt. H. Wilson, R.N.	97—15	=82
Mr. D. B. Murray	100—18	=82
Mr. J. Clark	84— 1	=83
Mr. E. V. D. Parr	94— 9	=85

* Winner of Cup. † Tie for Pool.

The next quarterly meeting will be held at Happy Valley from the 21st to 23rd July.

A DANGEROUS PRACTICE.

DYNAMITE FOUND IN CANTON BOAT.

18th inst.

Enough dynamite to blow the bottom of a ship to pieces was discovered on board the steamer *Kwongtung* on the morning of the 14th inst., while on a journey to Canton, and in consequence of that two coolies were charged before Mr. H. H. J. Gompertz, at the Police Court this morning. One of the coolies is employed on board the *Kwongtung*, but the other is unknown to the compradore. The charges against the defendants were: sending dynamite on board the vessel on the 14th inst., and also putting dangerous goods aboard under a false description. At three o'clock in the morning in question a trimmer found among the coal a peculiar-looking article which he showed to the chief engineer. The latter took the article to the captain and on examination it was found to be a stick of dynamite. Orders were immediately given by Captain Walker to search the bunker, and the result was that 100 pounds of dynamite were discovered among the coal. On arrival at Canton the captain of the *Kwongtung* reported the matter to the British Consul, who directed him to hand over the dynamite to the Customs, and to take the defendants back to Hongkong and have them charged. Each defendant said that he had been paid $4 to take the dynamite to Canton. The first defendant—an employee on board the ship—said he was told when asked to take the dynamite on board that it was medicine, but he could not explain to the Court, how, knowing that it was medicine, he did not store it in his cabin, but hid it in the coal bunker. His Worship said he did not believe the story of either of the accused and imposed a fine of $500 each, with the option of six months' hard labour.

THE WEIHAIWEI GOLD MINING CO., LD.

The adjourned extraordinary meeting of members of Weihaiwei Gold Mining Co., Ld., was held at Shanghai on 6th inst., Mr. E. S. Little in the chair. The number of shares represented was 5,503.

The Chairman said that as there was more than a quorum present he would ask the Secretary to read the notice convening the meeting.

The Secretary having read the notice,

The Chairman said the resolution before the meeting was as follows:—

"That the directors be and they are hereby authorised to sell the undertaking of the Company or any part thereof for such consideration as they may think fit and in particular for cash or for shares, debentures or securities in any other Company having objects altogether or in part similar to those of the Company or partly the one and partly the other or others."

That was the resolution that was left over from the adjourned meeting and which was now before them for consideration. The resolution was moved by the Chairman and seconded by Mr. Heffer. Perhaps it would be as well for him to make one or two remarks in reference to the present condition of the mine. They had a considerable body of ore in the mine developed, which was in process of being put through the mill. During the last month they had difficulties with labour, so that only one half of the stamps had been able to be dropped, which had involved a considerable loss. The month before they were hung up for five days owing to the shortage of water which resulted in a further loss of $2,000. The expenses of the mine were about $300 a day. In the course of necessary operations in a company like this and with a mill which had been lying idle for more than a year there were necessarily difficulties which had to be overcome, and this took time and involved money. Their company unfortunately, however, did not have sufficient money in hand to allow them to stand losses of this nature. From all the reports which they got from the mine it seemed to be a promising prospect. There was ore there apparently, though it was impossible to say definitely, ore in abundance but of a low-grade character. Their engineer when he was here last month stated that the depth of ore was going down wider and wider all the way from surface to the deepest depths they had yet arrived at. They required considerably more money for development. It was impossible to carry on the development, as they were going on at present. If they had double the number of stamps to carry on their development they would probably pay dividends, but with the present small machinery—they had only 20 stamps—and having to ship their concentrates to San Francisco, they were handicapped in all directions. They would remember that when they published the results of the first cleaning out, some time in April—the 2nd of April—in that they valued their gold bar at 183 ounces and $5,000 Mexican. Taking the difference in exchange, they had realised in gold the estimate given but not the amount in silver. The greatest difficulty was in concentrates. The concentrates were estimated to be worth $17,000 Mexican, but they had realised less than half that sum. The superintendent telegraphed to them that the value was $65 gold a ton. That was probably a correct valuation but the smelter valuations were less than the actual gross valuations. The smelter did not give true valuation of gold or silver. They had no written reports yet from San Francisco, so they did not know how to account for the actual return. Their manager at Weihaiwei, to whom they submitted their first returns, wrote to say that the returns were actually greater than the assay values for smelter returns. There might have been some loss from the bags, but he stated that the returns were actually more than $3 per ton more than the assays and that the printed statements made were misleading. All the directors could say was that this report was issued on the telegram from the manager, which was on the table, and from his gross valuation was probably absolutely accurate. The difficulties were in the smelter valuations. There only seemed to be one way of recovery, and that was by putting up a smelter of their own, and they could not do that without considerable expenditure of capital. In order to develop the mine it was estimated that at least two or three hundred thousand dollars would be required. That was the estimate of Mr. Cole, which was given when he was in Shanghai and was included in the report which was passed at the meeting. If the shareholders were prepared to put up that money the development could be carried on as required. If that money was not put up there was no alternative for the company but to dispose of their property; it could not be continued as it was at present financed. Those were all the remarks he had to make at that time. If any questions were put the directors would be glad to answer them to the best of their knowledge.

Mr. Taylor said there seemed to be an opinion very prevalent in Shanghai that their mine was worthless and it might be just as well for him to say a few words to dissipate that idea and explain how it had arrived at the present position. He did not wish to abuse anybody, but he thought the old company was very badly served by its expert advisers and it was due to them that they had had so much trouble. In the first place, some gentleman was consulted as to what would be a proper capital to raise, and it was on his advice that the capital was set at $600,000, a capital which had proved absurdly inadequate and showed that this gentleman either knew nothing about gold mining or had some other interests to serve or simply wanted the thing floated. Out of that amount of capital $300,000 was paid to the vendors, and he was not at all clear that the mine they were now working was the one they obtained from the vendors, in which case they paid away $300,000 for nothing. Was that so?

Mr. Heffer replied that it was one of the vendors' claims they were working on at the present time.

Mr. Taylor continued that at any rate they paid $300,000 for it out of the small capital, and it left them only $300,000. The shares were not all issued and they had to start work with only $260,000. In the first place a certain amount of money was wasted on Sugar Loaf Hill by Mr. Dawson, and where the Corean mining engineer, Mr. Pok, found a magnificent mine. He seemed to have struck a little on each side of it and found ore, and immediately advised the directors to set up a mill. Mr. Duff at that time was expert adviser to the company and he was reputed to be a man of considerable experience. He went up there and had a look at this hole (laughter) and advised the shareholders to put a mill. Mr. Taylor had seen a great deal of Mr. Duff and thought he was a perfectly straight man and a good mining engineer, but he now said that Mr. Duff was responsible for the ruining of this company. He must have known at the time the mill was put up that it was absolutely impossible to feed the mill with eighty tons a day. The mill was ordered, and it cost the shareholders rather more than three times what their expert adviser in the first instance said it would. It cost $9,000 out of their limited capital. Mr. Duff told them at a public meeting that as soon as the stamps began to fall they found they had not enough ore to feed the mill, and he put in road metal and anything he could get and held on and in less than two and a half months all the money was finished and they were in debt.

Mr. Taylor continued that the company was reconstructed and so far they had spent another $4 a share on the new development. Now Mr. Verschoyle's work had been really the only useful development work which had been done, and he showed them that they really had a mine, showed them where the ore was, and so far the further the mine development proceeded the better results. In the last assays taken from the 300-foot level some worked out at something over $10 per ton and some at over $25 per ton. The fact was they had not been able to take much ore from the No. 3 shaft, where the best ore was found at present, and it was simply because the ore was not sufficiently blocked out in that direction. The consequence was that the ore which they had been putting through the mine was not the best ore, but might be taken as a very fair average. At present they could not pay expenses because they only got considerably less than half the value of their concentrates. If they could smelt themselves and double the number of stamps, the situation would be very different. The only question was: What could they do? They would remember that when they reconstructed the company Mr. Duff told them that if they spent $15,000 for about six or seven months, that they would then be in a position to run their mill. But that proved altogether wrong. They would also remember that when Mr. Verschoyle left them he also reported that he considered that when the mill began to run they would be able to clear expenses. That also was fabulous. It was no use thinking of raising another $20,000 or $30,000 amongst themselves. If this mine was to pay it must be run upon really adequate capital. So far as Mr. Cole advised them they wanted $300,000, and the question was how that could be raised. His own opinion was that the only way it could be raised was to construct a new company to buy over this company and to start afresh. He proposed that a new company be formed to take over all the property and claims of the old company, with a capital of $1,000,000. The price to be paid to the old company to be 27,314 fully-paid shares at $10 each. It was estimated that the mine could be placed on a thoroughly sound paying basis by an expenditure of $300,000, which should be sufficient to double the number of stamps, erect a cyaniding or smelting plant, push on development sufficiently to supply the mill with 160 tons of ore a day, and test the mine completely with a diamond drill. The capital to be distributed as follows:—

27,314 fully-paid share to vendors ... 72,686 shares. First call of $3 ...	$218,058	$273,140
Second call of $2	145,372	
Cash required	$363,430	363,430
Leaving to be called up for developing other claims, etc.		363 430
		$1,000,000

Dividends payable on 636,570

The following returns were calculated on actual results obtained since the mill was started this Spring. The bullion from the plates realised a fraction over G. $1 per ton of ore. About 18 tons of ore yielded 1 ton of concentrates valued at G. $65. The ore improved with depth of working, and what had hitherto been put through the mill was believed to be below the average value. The estimated returns, therefore, were reliable. If the present Company had the necessary equipment for treating its concentrates it would make a profit even without doubling the stamps. Returns from Osaka and San Francisco confirmed the correctness of the mine assays. Present expenses did not exceed $12,500 per month, and doubling the stamps should increase them by one-third. To be on the safe side and to allow for treatment of concentrates, they were estimated at $20,000 a month.

ESTIMATED RETURNS.

48,000 tons of ore, giving on the plates bullion at G. $1 per ton	G. $ 48,000
2,666 tons of concentrates at G. $65 per ton	G. $173,290
	G. 221,290
	or Mex: $442,580
	Less expenses $240,000
	Profit Mex: $202,580

equivalent to a dividend on a paid-up capital $636,570, or 31.82 per cent.

The reason he suggested that the shareholders should be paid at the rate of $10 was that they had actually spent on the mine about four lakhs, that was to say that development and the mill, and other expenses had cost about that sum. They had learnt by experience what to do; they had put the thing beyond any doubt; this was no longer a speculation. It would be a great pity if Shanghai should give up this mine. It seemed to him that the mine had been proved. They could see the plans, and it was only the fact that they had been so short of capital and so badly advised that they had come into this position. He would like to see Shanghai take the matter up and put the thing through. (Applause.)

Mr. Sullivan asked if Mr. Taylor's remarks were endorsed by the directors.

The Chairman said in general he thought what Mr. Taylor had stated was the position. In reference to stamps, $30,000 would not cover the laying of foundations, and probably if they put up 40 stamps they would have to face the question of putting the mill in a proper place—the place first contemplated.

Mr. Leake asked what would be the cost of a smelter.

The Chairman replied that he had not the least idea.

Mr. Blount asked if the directors had any proposal or scheme or indication as to the way they proposed to dispose of the mine, or if they had anything to lay before the shareholders.

The Chairman said at that moment there was nothing before the directors at all. They simply had this resolution. There was a letter on the table from the mine manager which might throw some light on the question of these concentrates. He gave the gross value of the concentrates as $45.20—gold, $40; silver, $6; lead $12; copper, $7.20 (over) and he said that the smelter values in San Francisco, making deductions for copper and lead, gave $51.03 so that they lost from this gross value $14 Gold per ton in the smelterers' deductions for copper, silver and lead. Over and above their charges for smelting they took $14 from the actual value. Whether the smelterer got this, or it was lost in smelting, he did not know. Then in addition there were the charges for hauling the concentrates to Weihaiwei, storage and lighterage, transhipment at Shanghai, insurance, freight, transhipment to smelter, smelter charges, etc., which amounted to $19. This meant that from the values of the metals in the concentrates $33 a ton went in charges and on loss of concentrates, and they only got $32. From these figures shareholders could see how very quickly the loss would be turned into profit if they had some way of dealing with the concentrates on their own ground.

Mr. Taylor said that from a fair sample of two tons sent to San Francisco the gross value of the concentrates was over $92 gold, so that putting the value of concentrates of $65 put them quite on the safe side.

Mr. Leake suggested that the directors be requested to draw up a scheme on the lines proposed by Mr. Taylor and that it be laid before the shareholders.

Mr. Chairman said the directors would be only too glad to carry out the shareholders' wishes in every way.

Mr. Macleod said the difficulty that arose was that the meeting had before it a resolution, and the question was whether they should give the directors power to sell the undertaking of the company. If they wished to sell the company they might do so if anyone came forward to buy it. If they could find someone to put up the money required, then they could proceed, or if the present shareholders put it up then the difficulty could be got over.

Mr. Leake said his suggestion was to sell to a new company.

Mr. Macleod replied that they would have to find the new company. If they started a new company themselves, then they could sell to the new company. It was quite clear that someone had to find the money and the shareholders must make up their minds whether they would raise it, or find it from other people.

Mr. Sullivan proposed to shut down the whole thing and reconstruct the company. They could sell from themselves to themselves.

Mr. Macleod said they could go into liquidation and do this.

Mr. Leake said he had previously suggested going into liquidation.

Mr. Macleod said the directors could not go before the shareholders with a scheme because they had no buyer. The only thing they could bring was a resolution to wind up and give the directors leave to sell.

Mr. Sullivan said that would mean the mine would be shut down.

Mr. Macleod replied that if the resolution before the meeting was passed, the company terminated and the mine would be shut down. If that was done they would be practically in liquidation.

Mr. Sullivan said they did not propose to shut down.

Mr. Macleod said they, by passing the resolution, would give the directors power to, sell the undertaking of the company. If they liked to add to the resolution the words "with the sanction of a general meeting" then they could carry on till then. If the directors were authorised to sell subject to the sanction of a general meeting then they left the present meeting and got anyone they could to produce the extra money and form a new company to whom they might sell. To put the company in liquidation would only be to incur extra expenses, as, having put the company into liquidation, necessary proceedings must take place—they could not leave the matter and do nothing.

The Chairman said the directors appreciated Mr. Sullivan's idea that the mine should not be shut down, but be carried on. The directors found it absolutely impossible to carry on the mine with only twenty stamps. If they put in forty stamps they would require a great deal more ore, and that would take time.

Mr. Sullivan said he wanted the mine continued and not the milling.

Mr. Taylor proposed that after the words "are hereby authorised" the words "subject to the sanction of a general meeting" be inserted in the resolution.

Mr. Leake seconded.

The amendment was carried *nem con.* On the resolution as amended being put before the meeting, it was also carried without any dissentient vote.

This disposed of the business and the Chairman thanked the shareholders for their attendance.—*N. C. D. News.*

SINGAPORE SHIPPING FOR JUNE.

TONNAGE OF EACH NATION.

We (*Singapore Free Press*) have made a careful compilation of the shipping of different nationalities entering the port of Singapore during the month of June that has just expired.

This statement shows the number and tonnage of mercantile vessels over fifty tons burthen and does not include yachts, men-o'-war or other craft, such as transport accompanying the *Dewey* Floating Dock, but Russian vessels of the Volunteer Fleet could not well be omitted, as they are large cargo carriers.

From this it is seen that the proportions are:—

	No.	Tonnage.
British	228	331,437
German	42	71,626
Dutch	99	49,065
French	17	38,187
Japanese	6	20,746
Russian	9	20,394
Norwegian	17	12,847
Spanish	3	7,844
Austrian	2	7,058
Italian	4	5,796
Danish	2	5,050
Other Nationalities	10	4,545
Total	439	575,495

The last named include vessels under the Siamese, American and Sarawak flags.

The countries which include coasting craft under their flags are British, German and Dutch, but Norwegian vessels are also of small burthen plying principally to Bangkok.

Number is by itself of less value as a basis on which to deduce general truths than tonnage, although for comparative purposes, if separated for the ocean traffic, it might be of some interest.

It is thus seen that British tonnage represents 57⅔% of the whole, German tonnage about 12½%, Dutch 8⅝%, French 6⅝%, Japanese and Russian about 3½% each and the balance is supplied by other flags.

The average size for British vessels is 1,453 tons, German 1,705 tons, Dutch 505 tons, French 2,246 tons, Japanese 3,458 tons, Russian 2,266 tons and other nationals 1,135 tons each.

It will be thus seen the Japanese turn out the average largest tonnage per ship, but of course the explanation is that the three first named include a large number of coasting vessels of small burthen and this is especially so as regards vessels under the Dutch flag.

The largest number of ships entering on only one day was on the 4th June when 20 vessels aggregating 35,170 tons burthen came in and on the 21st, 28th, 18 vessels entered, coming next in importance.

The smallest number of entries was on 22nd June when only seven steamers arrived with an aggregate tonnage of 10,072.

The largest vessel entering the port was the Holt steamer *Oanfa* which under the new register stands at 5,676 tons net, followed by the German mail steamer *Zetten* of 4,989 tons register and after these the *Seydlitz*, *Palermo*, *Jason*, *Perim* and *Deucalion*.

The majority of the schools in this Colony are now enjoying one month's "midsummer holidays," and the children are revelling in this recognized period of *dolce far niente*.

THE CAUSEWAY BAY BLAZE.

PETROLEUM COMPANY SUMMONED.

17th inst.

At the Magistracy this morning, before Mr. F. A. Hazeland, Messrs. Meyer and Company were summoned by the Police for discharging oil into the harbour, which was responsible for the recent fire, in which a couple of sampans were destroyed.

Inspector Gourlay prosecuted for the police, and Mr. H. W. Looker, of Messrs. Deacon, Looker and Deacon, appeared for the defendant firm.

On the charge being read Mr. Looker pleaded guilty to it, adding that he was informed that it was necessary to have a quantity of water at the bottom of each tank. This water was drained off annually when the tanks got low, and this draining process has been going on for the last twelve or fourteen years, and without accident. On the last occasion, however, owing to the direction of the wind, and one or two other causes, the oil got driven towards some sampans which were breaming. In consequence of that some slight damage was done to the boats, but the damage would be compensated for. Messrs. Meyer and Company were at present taking precautions that no oil got into the harbour in the future.

Inspector Gourlay said that carelessness was mainly the cause of the fire, owing to the manager of the Petroleum works not watching the coolies while they were at work. Four inches of water was put into the tanks, and this underwent a survey once a year. Replying to a question from the Court, the inspector said he had visited the oil works since the blaze. There he learnt that the defendants were going to run a pipe out into deep water. Referring to the water which was drained just before the fire, Inspector Gourlay went on to say that it was well mixed with oil; for oil, about one inch thick, was floating in the harbour when he arrived at the scene of the fire. This was the first time that such a thing had happened at the oil works, and the speaker was understood to have said that the acting manager was not well acquainted with the work.

His Worship imposed a penalty of $10, remarking that under the circumstances it would meet the case.

ALLEGED BRIBERY.

SANITARY BOARD FOREMAN ON TRIAL.

17th inst.

Raheem Bux, Indian foreman, in the employ of the Sanitary Board, who is alleged to have obtained from a contractor, of 9, Upper Rutter Street, on divers dates, $370.37 as bribes, was charged on remand, at the Police Court this afternoon, before Mr. F. A. Hazeland.

Mr. F. B. L. Bowley, of Messrs. Dennys and Bowley, (Crown solicitors) prosecuted while Mr. C. F. Dixon, in the office of Mr. John Hastings, represented defendant. Chief Detective Inspector Hanson and Dr. Pearce, P.M.O.H., watched the case for their respective departments.

Mr. Bowley, in outlining the facts of the case, said that defendant was a servant employed by the Sanitary Board, as watchman on the Peak district, and his duties were to supervise the work of the conservancy and scavenging contractors. The defendant accepted bribes on thirty-two different occasions—the earliest date being on October 4th, 1905, and the latest on 8th July, 1906. Mr. Bowley said he would prove that on October 1st, 1905 a new sub-contractor—Im Sung, by name—was engaged by the conservancy contractor for conservancy work at the Peak. On that day the sub-contractor went and saw defendant at his quarters on the Peak. After they had a preliminary conversation defendant said: "So you have taken over the conservancy contract?" The contractor replied in the affirmative and defendant informed him that whatever contractor took the job he (defendant) must be paid $40 a month. The complainant demurred at first, but ultimately acquiesced, and from books, which would be produced, the Court would see that the $40 was paid each month by instalments. Hearing that the Sanitary Commission now sitting had seized the books of several contractors, complainant became afraid that the payments to defendant would become known and so did not pay any more. Then the accused started to threaten him. Mr. Bowley went on to say that from the time—October last—that complainant took over the contract for the Peak work defendant never had him or his *fokts* charged for neglecting to do their work satisfactorily, but on 5th July—when he found his money stopped—defendant had two of complainant's *fokts* charged for depositing night soil in drains and they were convicted. The circumstances became known to the police and a trap was laid for the accused. On Sunday, 8th July, the sub-contractor was supplied with four $10 banknotes, the numbers of which had previously been recorded by the police. The contractor went down to a wharf in Connaught Road Central—followed by a detective—and the defendant and the Chinaman was seen in conversation. At a given signal the detective arrested the defendant in charge, the latter was seen to take something out of his pocket and drop it in the street. It was the marked banknotes. The defendant was then taken to the Station.

UNREST IN KIANGSI PROVINCE.

The Shanghai mandarins have received telegraphic news from Nanchang that an insurrection has broken out in the district of Hsinch'ang, Juichou prefecture, in Kiangsi, and that Mr. Hu Wei-hsien, the district magistrate of that city, assisted by a battalion of troops under Lieutenant-Colonel Ch'en Chin-tang, is engaged in restoring order. The district magistrate Mr. Hu Wei-hsien, is a younger brother of H. E. Hu Wei-té, the present Chinese Minister at St. Petersburg, and speaks and writes English quite fairly.—Another telegraphic dispatch, dated from Chianfu, a prefectural city of the same province, reports an uprising amongst the inhabitants there, due to the harsh behaviour of the collectors of the rice tax, which had been in arrears for the past two years.—*N. C. D. News.*

IN our editorial column reference is made to the proposed establishment of a first-class medical school at Canton, being a development of the work at present being done under the auspices of the Canton Christian College. These remarks have been founded on statements which appear in the latest number of the *South China Collegian.* In order to give some idea of what is projected, a special edition is published giving a full description of the work done at Pennsylvania University, whose Christian students are the prime movers in the establishment of a medical annexe at Canton. The articles are admirably illustrated and should afford those who have not visited American universities some conception of the large scale on which they are conducted. Dr. J. C. MacCracken explains the objects of the scheme to found a medical school in Canton, and Dr. Mary Stone, Kiu Kiang, dilates on the advantages of educating Chinese young women in medicine. The *Collegian* is readable from cover to cover and of the utmost interest to all who follow missionary effort on the mainland.

HONGKONG'S DEBRETT.

IN THE SOCIETY OF NOTABILITIES.

19th inst.

"May the Lord gie us a guid conceit o' oorsel's" is supposed to be the prayer of many an honest Scotsman, but a cursory glance at the first number of "Who's Who in the Far East" goes far to prove that there are others who are afflicted with the same desire. It was an excellent idea which suggested the compilation of a volume that should contain the names and histories of all the distinguished and notable men in the purple Orient. If people at home have their names enshrined for all time in the red-covered "Who's Who" which graces every drawing-room table, why should the noble lords and aristocracy of the Far East be allowed to languish in obscurity? It is a well known fact that whenever a griffin passes Suez he not only acquires a thirst but he also acquires what is more important—a pedigree. In the old country he might have been plain John Smith, but the original name undergoes a change at every port touched at *en route* to the East, until at the end of the journey the transformation scene is complete. Moreover, the sedate, modest, unassuming, bashful, innocent, genial Smith who embarked at Tilbury has blossomed into an imitation peer of the realm, has developed a swagger and a *mode*, and is infinitely less companionable than the old J. S. who was in clover when he had saved enough to visit Southend and gorge himself on winkles. Naturally, when we received for review a copy of "Who's Who in the Far East" we eagerly turned the pages to discover the ancestors and coronetted dukes who had the honour of leaving behind them the gallants who strut the streets of Hongkong, the Bund of Shanghai, and the esplanade of Singapore. The hallmark of good breeding and real taste, the surest evidence of blue blood and blue sashes, is a profound and accurate knowledge of your friend's forbears. If there be a bar sinister—*tida apa*, as they say in the Straits. That does not affect the matter in the least—indeed, it might almost be a recommendation in the Far East. Accordingly, we dived with avidity into this new roll of honour and had neither time nor patience for mere sublunary pursuits. But, alas for human hopes! Those leading lights who had managed to creep between the covers of this "Who's Who" all came of prosaically common stock, while the others who were looked for had either been omitted altogether or relentlessly heaved out as unfit for the company of the sanctified. It was a shock to read that one who was universally known and respected as the descendant of William the Conqueror or the Black Douglas or Bonnie Prince Charlie or any other freebooting, buccaneering swashbuckler could only boast of a plain grocer or cartwright or navvy for a parent. Not that there is anything to be ashamed of in that, but many of us are sensitive on the point, and in cold type it certainly does look brutal in the extreme. Still, there are points of refreshment in the new "Who's Who" which will afford light and agreeable reading for the winter evenings. For instance, it will be of general interest to learn that one of our leading officials was born on 12th June, *1067!* but managed to arrive in the Colony in 1888! That bespeaks a conscientiousness to duty and an anxiety to enjoy the breezes of the Peak and the society of the blessed which is not merely praiseworthy—it borders on the miraculous. Then the achievements of these wonderful beings one of whose aims in life has now been attained—they see their names in print! One tells how he was actually captain of the junior cricket team when he was at school! Another proudly declares that he made certain recommendations to a certain government about something or other. That these recommendations were ignominiously ignored does not enter into the question. A devoted official almost stands on his head to shout that he built a road five miles long—the five should be in capital letters, but we refrain. We shall not say that the official in question might be likened to the gentleman who used bear's soap once, but the temptation is very great. It would be unfair to proceed in this vein were it not that we recognise the good points as well as the humorous asides of the book. But one last item must be mentioned: a local gentleman, who states that he was born in the 'seventies, attended an institution known as the King Edward VII School. Either his education was badly neglected in his youth or the school authorities were gifted with a prescience worthy of Old Moore. Much allowance has to be made for a work of this character, especially on its first issue. It represents a vast amount of toil and industry. It is not an intellectual pursuit, exactly; rather it demands exceeding care and exactness, for nobody likes to see his name and history botched. As years succeed each other the "Who's Who" will doubtless grow in size, for there are many well known names missing from its pages. It must be tantalising to an employer to see his office boy's name, career and clubs flourishing in big black type while his own patronymic is absent from the tome. But, of course, that will be rectified in time. It might be suggested that besides the actual names of the parties allowed to dwell in "Who's Who," the Editor might also give their *soubriquets*, or, to speak vulgarly, their nicknames. Many people would be unrecognisable if we referred to their baptismal admnment and family appellation. They are known as "Jumbo" or similar complimentary terms, and it is on record that one of these good fellows signed his nickname to a cheque, having forgotten his proper designation. We anticipate that "Who's Who in the Far East" will prove a valuable work of reference for all newspaper men, and a handy and useful article in every office. The greatest credit is due the Editor and his staff for the careful manner in which they have arranged the information in the volume, for it must have been a most laborious task. "Who's Who in the Far East" is printed in clear type, on paper of excellent quality, and it is bound in such a fashion that it lies flat on the desk—an example which other publishers might follow. The work has been compiled and published at the office of the *China Mail*, Hongkong.

MARINE COURT.

UNLICENSED LAUNCH.

19th inst.

Before Hon. Captain L. A. W. Barnes-Lawrence, R.N., Marine Magistrate, this morning, Wei Shan, clerk in the Harbour Office, charged Wong Lau Shang, owner of steam launch *Cheun Hing*, with unlawfully plying his launch in the harbour without a licence on the 8th July, 1906.

Defendant said he was not aware the launch plied for hire on that day; he only knew it when she returned at 6 p.m. He then asked the coxswain why he had let the boat out and cautioned him not to do so again.

His Worship said he held the owner responsible for the launch, and fined him $10, and ordered the coxswain to be brought before him to investigate into his conduct.

JAPAN is making extensive purchases of flour to supply the shortage in the rice crop.

SIDELIGHTS ON RAND COOLIES' AFFAIRS.

18th inst.

In Summary Jurisdiction this afternoon, his Honour Mr. A. G. Wise, Puisne Judge, presiding, the case was heard in which Wang Pau Yu, a coolie returned from South Africa, sued Mung Hoi, a mandarin, and chief of Chinese Police in South Africa, for the recovery of the sum of $430, being the amount of money deposited with the defendant by plaintiff, for safe-keeping while in South Africa, and not returned to the plaintiff by defendant.

Mr. R. Gardiner, of Mr. O. D. Thomson's office, was for the plaintiff coolie, and Mr. R. A. Harding for the mandarin defendant.

Mr. Gardiner said that it had been arranged in Chambers that unless the plaintiff could put up $100 as security his Honour would have to give judgment with costs for the defendant. The plaintiff had been unable to raise the money as he knew no one in the Colony.

His Honour: Then you can't raise the security?

Mr. Gardiner: No, my Lord, not at present.

His Honour: Then you won't put it up yourself personally?

Mr. Gardiner: No, certainly not, my Lord.

Mr. Harding: My friend does not appear to have as much confidence in his client as I have, my Lord; I put up $150 security for mine.

His Honour: That was very good and trusting of you. (Laughter).

Mr. Harding: The plaintiff is not in Court, my Lord.

Mr. Gardiner: I am representing him.

Mr. Harding: And there are no witnesses.

His Honour: Well, the $100 security has not been put up, and so I must give judgment for defendant with costs, and the money paid into Court will be paid out.

Mr. Harding then applied, under section 571 of Civil Procedure Code, for damages against the plaintiff for the wrongful arrest of the defendant. He had evidence to show that the plaintiff had made inquiries as to the date of the departure of the s.s. *Cranley*, the steamer in which the defendant was going north, and had ample opportunity to institute proceedings against him in the time, and the arrest of the defendant was altogether unnecessary and improper.

His Honour said he could not give damages in this suit; the defendant had better sue the plaintiff if he thought it any good, but if he could not furnish the $100 security he did not see how he was going to pay damages, and he could not send the man to gaol. There must be judgment with costs against the plaintiff, and the defendant could, if he liked, sue the plaintiff for damages for wrongful arrest.

FACTS AND FANCIES ABOUT TANJONG PAGAR.

The following scraps of information will probably be found interesting, in view of last week's announcement.

A well-known local pilot probably now sadly regrets those forty shares which he sold out recently at $200. He would be $8,000 better off to-day.

It is interesting to note that the money will go out to such widely scattered places as California, Rangoon, Surat, Suez, Nigeria, Amsterdam, Heiblungen, Switzerland, Java, Australia.

Our correspondent "Accountant" who wrote some days ago his idea as to the amount of the award was not so far out. He named $24,585,000 as the amount likely to be awarded and $29,500,000 as the amount by right due. In the latter figure he was only about a million and a half out.

Amongst the big holders are the F.M.S. with nearly 3,000, equal to two and a quarter millions, W. G. Gulland nearly three quarters of a million, J. Cuthbertson nearly half a million. The Missions Etrangères about the same. It is to be noted that our old friend Sir H. McCallum has a solatium for his Natal troubles 435 shares to realise, whilst Dr. Brown comes in nicely with 350. These figures are calculated on the last shareholders list published in December last.

What reward is due to the Captain of the Australian steamer, who being commissioned by a lady in the island continent to sell out all her shares at any price when next he arrived in Singapore, found on arrival here that prices were so high that he took his courage in both hands and held on tight. Romance would demand nothing less than a marriage and living happily ever after. The Captain with so high an order of courage will go far, but he must have had some anxious moments.

The talk about Singapore flourishing now that it is an "Imperial naval base" is still current among some even old residents here. Singapore is no more an "Imperial naval base" now than it was, before the local government expropriated Tanjong Pagar. True, men-of-war, as well as merchant vessels, will more easily find deep water berths for coaling when the new wharves are built (five years hence, say). But men-of-war will continue to rely on commercial stocks of coal; on commercial supplies of provisions; and on non-naval docks and non-naval machine shops for such small repairs as can be undertaken here. There is no immediate, and little future, hope of Singapore having an Imperial dock-yard establishment for repairing and refitting men-of-war. There is no immediate, and but little future, hope of that 850 ft. long dock being constructed to the east of the present dock, in the bight between the wharves and Fort. It is on the plans; and it is likely to be nowhere else than on the plans for many years to come.

For the information of about three-fourths of the women (who sympathetically try to understand what the men are talking about) and half the men with whom the Tanjong Pagar award has formed the topic of conversation during the last forty-eight hours—we may repeat that it is the Colonial Government that took over by force—expropriated for the public good—the Tanjong Pagar Dock Company, Ltd; that it is the Colonial Government that has to pay the $28,348,114 compensation which it will do by Colonial bonds, raised under the authority of the Imperial Government and backed by the Imperial Exchequer; that the Imperial Government has nothing to do with the Docks and wharves or their management, or their reconstruction—unless it decides to construct a new Admiralty Dock twice as long as either of the existing docks; that according to the reconstruction scheme £1,530,000 will have to be spent in addition to the purchase money; and, finally, that good authorities believe that the concern will pay a moderate rate of interest on these combined capital expenditures of £4,850,000 without any increase of rates, although, on the other hand no material reduction in charges can be made.

THE great floating drydock *Dewey*, towed by the tugs *Glacier*, *Cæsar* and *Brutus*, entered Subig Bay at daylight on the 10th inst. The tug *Glacier* was in the lead. The *Dewey* was towed to a position in front of the town of Olongapo. On the following day she was towed to her anchorage in the inner harbour, and will lie not far from shore. The drydock is in excellent condition and is none the worse for her long and hazardous trip.

SINGAPORE DOCKS AWARD.

SHAREHOLDERS SATISFIED.

From the *Singapore Free Press*, of 7th inst., we clip the following:—A telegram was received in Singapore this morning by the Honourable H. Fort stating that the arbitrators had fixed the price of the Tanjong Pagar award at $27,929,177. The price to be paid to the London Consulting Committee for retiring them and doing away with their London office is £6,919, extras $448,937.

On the shareholders learning these figures general satisfaction was expressed.

Mr. Fort in a short interview remarked that the award worked out excellently for the shareholders, but not particularly well for the Government; but added that considering the matter from the point of view of what the shareholders had originally asked, and thought they might get, the figure was not so satisfactory for them.

This works out at $755 per share.

The following telegram has been received from the Secretary of State for the Colonies, and is forwarded to us by courtesy of the Colonial Secretary:—

The following is the Umpire's Award:—

A. $27,929,177—For Company's Undertaking.

$351,354.31 cents—For land for Railway Extension to Docks: see Schedule D of Report of Tomlinson and Maclaren.

B. £220.10.0—For Annuity to Fraser.

C. £6,912.4.5—For compensation to London Committee.

D. $418,937—For cost of Reinvestment.

E. $37,865—For cost of Liquidation.

(Sd.) ELGIN.

The announcement we are enabled to make to-day writes "finis" for all practical purposes to the history of one of the most interesting, we had almost said romantic, enterprises, Singapore has ever seen. To write a history of Tanjong Pagar Docks would mean writing the story of the progress and characteristics of Singapore for not far short of half a century, and the detailing of the careers of half the men who in those near, yet far off, days were the merchant princes of their times and the founders of much of our trade. The Tanjong Pagar docks scheme was evolved in the days of old Jan Kumpani, but six short years after the Indian Mutiny, when Singapore held many an expatriated Sepoy, and six years before the opening of the Suez Canal was to bring to the East the first ripples of that flood of commerce which has since lapped the coast line from Bombay to Nagasaki and far-away Vladivostok.

In those days Colonel Collyer had ideas of a deep water pier running out far enough to give seventeen feet depth to boats berthing alongside, and it is this notion which is said to have inspired a number of merchants in 1863 to start a docking business. It would be beyond the scope of these remarks to refer at length to the dock fiasco at Pulo Brani or the old Bon Accord basin, so it suffices to say that in the year there was issued a prospectus of a company whose capital was to be one hundred and twenty thousand of the dollars which then soared in the region of four shillings. It may be of some interest to give the names of these early believers in the port, since no single one of them is here to-day. They were Scott, Cramer, Davidson, Gilfillan, Harrison, Tan Kim Ching, Lalla, and Wilsone. Three years have barely passed when we find the capital being increased to six hundred thousand dollars, and the subsequent additions to the company's resources will be within the knowledge of all who have followed the more recent movements of the Company.

Of the many notable events which happened during the life of the company we mention only two, the great fire which in 1877 caused much anxiety as to the fate of the buildings, and the acquirement of the New Harbour-property for a million dollars in the early 'nineties.

Twenty years ago the shares were quoted at $169, ten years later at $335. In 1899 the Company had a practical monopoly of all docking facilities, but in 1901 shares were obtainable at $295, after having been halved in nominal value. They opened in 1904, which was to be a very fateful year, at $300, sank in March to $250, and after the resignation of Mr. Anderson and his famous indictment of the company and its methods, went down to $240. This was about low water for them, though they stood in the second week of December, 1904, at $232. Then came a rise and the figure went rapidly from $240 to $300 in a week, and them to $375 in the first few days of 1905. In February, however, the scheme of the Colonial Secretary for the improvements to be effected, was published, and shares fell to $340, perhaps in consequence, though it may be noted that the announcement in December, 1904, that Government intended to expropriate, was probably the cause of the rise from $300 to $375. Prices hung about the $340 mark during the early part of year, but when the expropriation bill passed its second reading in Council, the figure rose to $380, went back ten, and then steadily rose till in September it stood at the figure $500. In October, a week before the Arbitration opened the price fell to $470, some weak-kneed ones evidently getting a little fearful, but it was soon run up again, and has with temporary depression remained at the highest figure.

After the meeting at which the accounts were called in question, there was a tendency to drop and the shares went down to $470, buyers, but the market soon recovered tone, and those who held out at $500 are now in a position to thank themselves for their speculative instincts.

BANGKOK APPEALS.

THE NEW ORDER IN COUNCIL.

In connection with the new Order in Council to which we referred in our editorial columns the other day, the *Bangkok Times* in a leading article says: In view of the opinions expressed by the doyen of the local Bar in an interview on the subject of the new British Order in Council, it is of interest to find in a Hongkong paper just to hand an article on one of the chief points of interest in this new Order. In regard to appeals from the British Judge, the practice in Bangkok is, under the Order in Council 1906, assimilated to the practice in Hongkong and Shanghai. On the face of it, to compel a Judge to sit on appeal and revise his own judgments is an unsatisfactory procedure. But we had never before seen any expression of dissatisfaction with the system, in the Hongkong or Shanghai Press; and it seemed reasonable to conclude that in practice the system did give general satisfaction. The *Hongkong Telegraph*, however, submits that this system as it obtains in Hongkong is "entirely unsatisfactory to all concerned." Moreover, compared with Bangkok, Hongkong is a big community, and as a rule there can be no tendency there for a Judge to be affected by local conditions, while that must be more difficult to secure in Bangkok. The British community here will have, however, to make the best of it, and it will be interesting to see how the new method works out in practice.

SINGAPORE SCHEMES.

LARGE EXPEDITURE INVOLVED.

Financial schemes and financial awards came with such a rush on our devoted heads on Saturday last, writes the *Singapore Free Press*, what with the Governor's loan announcements and the Arbitrators' award in the Tanjong Pagar Expropriation, that one had hardly time to consider what it all meant. True the main features of loans had been discussed before; the amount of the T. P. award had been speculated upon; and estimates had been furnished for harbour schemes, wharf reconstructions and railway extensions. But in the excitement of dabbling in millions of pounds sterling for loans; and tens of millions of dollars for Tanjong Pagar; and calculating the capital in hard cash of our friends who are fortunate enough to hold Tanjong Pagar shares, we were unable to take a general view of the probable finances of the Colony. It is advisable to do so now, and draw up a rough budget. We have first

EXPENDITURE DECIDED ON.

1. Purchase price of Tanjong Pagar	£3,325,000
2. Reconstruction of Wharves	1,530,000
3. Harbour Improvements, Singapore	1,250,000
4. River Improvements, Singapore	500,000
5. Harbour Improvements, Penang	150,000
6. Railway Extension, Singapore	175,000
Amount of Loan (about)	6,930,000

The first item will have to be paid almost immediately; the second should be begun as soon as possible; expenditure on item three will begin next year; items four and five ought not to be delayed; the sixth item is already in hand. We want therefore immediately £3,325,000, and during the next eight years £500,000 a year (or perhaps £400,000 for ten years). Assuming that the Government can borrow at 3½ per cent, with the solidity of the Imperial government at its back, the interest will be £125,000 the first year, rising, with sinking fund, to £175,000 in subsequent years. Let us now look at possible new

SOURCES OF REVENUE.

1. Revenue from Tanjong Pagar	£60,000
2. Riparian owners, Singapore River	5,000
3. Increased Liquor Tax (?)	£35,000
4. From current revenue (balance)	£75,000

The figures here given are merely approximate, and disregard, for the sake of simplicity, many items of detail. For instance, railway revenue may be expected to increase when the extension to the docks is completed and the opening of the southern end of the Peninsular line. Then for budget purposes, each and every item, already only approximate may be altered and modified. The object of these remarks will have been attained if they set people thinking of the financial problem set the Colony, and remind them that great public improvements cost money, which has to be found. It is possible that the owners of property on the river bank will look at improvements therein in a different light when they are called up to pay $45,000, extra assessment per annum. This, however, will bring home to them, and to others, the useful lesson, that nothing is to be got for nothing. Posterity is to be saddled with the bulk of the charges, as it will reap the benefit of them, but the price the present generation has to pay for its insistence and its hope of future reward is an increased taxation or a curtailment of the money available for current works and services.

THE FLOATING MINE DANGER.

C. N. STEAMER "NINGPO" STRIKES A MINE.

Shanghai was startled early this morning, says the *Mercury* of 7th inst., by the report that the C. N. steamer *Ningpo*, 1228 tons, Captain Eedy, had been blown up by a floating mine almost at their doors. The *Ningpo*, which has been on the Shanghai-Yokohama line, operated by Messrs. Butterfield and Swire for some time past, left here bound for Japan with a full cargo, on Thursday, the 5th inst. All went well until about 3.30 a.m. yesterday. When the ship was distant 130 miles, east of the Bell buoy, without any warning she collided with a floating mine, which exploded with a terrific report and tore a frightful jagged hole on the vessel's bows, of about two feet in extent. The boats were swung out, and the engines stopped and a hurried investigation made to ascertain the extent of the damage. The stem was badly twisted, while a number of plates on the port side were dented. Several plates on the starboard side were also bulged out. Temporary repairs were made with canvas etc., and the ship's head turned about and full speed made for Shanghai, where she arrived at 6.30 a.m. to-day and at once proceeded to her wharf on the Pootung side near Watung. As soon as her cargo is discharged the vessel will be docked for repairs. From an examination of the hole made by the floating danger it seems wonderful that no further damage was done. And in slipper on the bow which goes below the water line, undoubtedly broke some of the force of the explosion, while the water-tight compartment in the bows prevented the vessel from filling with water. The second officer, Mr. N. H. Leitch, was on the bridge at the time of the explosion and knew nothing until he saw the water thrown high in the air and heard the sound of a deafening explosion. The ship was covered with spray from stem to stern, while pieces of the exploded mine, both steel and brass of all sizes, rained down on the deck, but fortunately not striking anybody. Captain Eedy, who rushed out of his cabin, on asking what had happened, was told that the ship had evidently struck a mine which supposition was soon verified when the gaping hole in the bows was seen. The look-out man said he was keeping a good look-out and the night was clear. He saw nothing till the water rose up like a waterspout and he added that the water that fell on him was quite hot. The following passengers were on board the ship at the time:—Mr. and Mrs. Farrel, I.M. Customs, and child, and Mr. Burtwell. From one of the passengers we were able to learn that between 3.20 and 3.30 a.m. on the 6th inst. while all were asleep in their cabins they were awakened by a terrific roar, and violent pitching and heaving of the ship as if she were leaning over in a heavy sea. They all rushed out in their night clothes and made their way to the saloon, where everything seemed to be as usual. It was then learned that the vessel had struck a mine but had not been very seriously damaged, and that there was no danger to be apprehended. The officers were all at their places, crew cool and collected, and boats swung out in case of an emergency. Pices of the mine were strewn all over the ship, and all the passengers gathered pieces of the infernal machine as mementoes of their experience. Not a vessel was in sight when the accident happened. The place where the mine was encountered is about half way between Shanghai and Nagasaki and is right in the track of vessels trading between the two ports. The *Ningpo* is practically a new ship, and has only been on the coast for a couple of years. The following is her complement of officers: Captain Eedy; H. J. Hobbs, chief officer, and N. H. Leitch, second officer; T. Simpson, chief engineer, J. A. Craig, second engineer, and H. R. Bennett, third engineer.

FOREIGNERS IN THE CUSTOMS SERVICE.

The following table compiled from statistics published in the *Tsinpao* (Tientsin) shows the number of foreigners of different nationalities employed in the indoor staff of the Customs at the present time, and five years ago.

	1906.	1901.
British	190	151
French	48	31
German	37	25
American	22	16
Japanese	16	6
Italian	10	8
Russian	9	11
Norwegian	9	0
Portuguese	8	6
Dutch	6	6
Austrian	6	5
Belgian	6	0
Danish	4	0
Spanish	2	2
Swedish	1	6
Swiss	1	0

The salaries of the Customs officials are as follows:—

Inspector-General	Hk. Tls.	24,000
Deputy "	"	18,000
Commissioners	"	9,200 to 15,000
Deputy "	"	7,500 to 8,400
Assistant I. A.	"	6,000
" I. B.	"	5,400
" II. A.	"	4,800
" II. B.	"	4,200
" III A.	"	3,600
" III. B.	"	3,000
" IV. A.	"	2,400
" IV. B.	to	1,200
	"	1,800

The *Tsinpao* uses these figures as part of an article the tendency of which is shown in the following: "It will be seen from the above that the salary of the Inspector-General and Deputy I.-G. exceeds that of the Viceroy and Governor, while the salary of the Commissioner and Deputy exceeds that of the Provincial Treasurer and Judge; even the pay of the Assistants is much more than that of the Taotai and Prefect. With such high pay to foreigners in all the Customs of China, millions of taels have been issued during these several score of years; it is really a great drainage to the country. It will be a considerable advantage if this sum is collected and circulated among our own people in our own country."

After describing the qualifications and examinations of candidates for appointments in the indoor staff, the *Tsinpao* concludes:

"Now according to these conditions there is no reason why, now that the essay system is abolished, our young men should not be able to qualify themselves for the Customs service. The requirements are simple: geography, universal history, and English; while the chief means of rapid promotion for foreigners, the knowledge of Chinese, is their native tongue, so that there are now hundreds of our young men who are in every way qualified to fill these posts and they should come forward and prove their efficiency. Will not our young men exert themselves to try to do a service to their fatherland?"—*N. C. D. News.*

SHIP-BUILDING IN JAPAN.

REMARKABLE PROGRESS.

Mr. Uchida, Director of the Shipping Bureau, who has recently returned to Tokyo from a tour of inspection of ship-building and dockyards in the Kwansai and Kyushu districts, in the course of an interview with a *Jiji Shimpo* representative, remarked:—

"The war has given a great impetus to the ship-building and dockyard industry, which has made remarkable progress during the last few years. The principal ship-building yards I have just visited are the Osaka Iron Works, the Kawasaki Yards at Kobe, and the Mitsu Bishi Yards at Nagasaki, and all three are full up with orders. The total area of the premises of the Osaka firm is about 40,000 *tsubo*, and about 4,000 men are employed; the Kawasaki Yards are larger than those at Osaka, their factory area being more than 60,000 *tsubo*, and the number of workmen employed 8,000. The Mitsu Bishi Yards are, however, the largest in the country, covering some 100,000 *tsubo* of land, and employing over 10,000 men. These shipbuilding yards, however, find their capacity inadequate to meet growing requirements, and are steadily engaged in extending their works.

"The factory arrangements have much improved since I made an inspection a few years ago. The building of torpedo-destroyers is quite a new feature. Already one of these has been launched at Osaka, four at Kobe, and two from the Mitsu Bishi Yards. The construction of gun-boats for the Chinese Government is going on at the Kawasaki Yards, two of them having already been launched. The building of ships of over 10,000 tons in Japanese yards is now quite common. In the Mitsu Bishi Yards, for instance, a ship of 13,000 tons is being built for the Toyo Kisen Kaisha, in addition to a ship to take the place of the *Hitachi-maru* which was destroyed by the Russians during the war.

"Work in the smaller yards has also greatly increased since the war. The small ship-yards on both banks of the Kidzugawa have hitherto devoted their attention to the building of wooden vessels of 200 to 300 tons, but these are now able to build iron ships of 800 tons. The Matsuo Yards at Kayokijim outsides, Nagasaki Harbour, which have hitherto been engaged only in repairing work, are fast developing into a complete ship-building yard. At Innoshima, Bingo, there are two dockyard companies, one of which possesses two dockyards measuring 300 ft. and 364 ft. respectively, while the other has a yard 410 ft. in length, and is about to open another measuring 300 ft. At Nochi and Kinoe there are two ship-building yards, each possessing a dockyard 200 ft. in length. Kinoe-mura has long been known as a centre of wooden ship-building, and the launching of a ship of from 70 to 150 tons is an almost daily occurrence.

"The largest dock in Japan is the Mitsu Bishi, which measures 728 ft., the next being the Yokohama Dock Company with a dock of 552 ft., the third largest belonging to the Hakodate Dock Company, being 534 ft. long. The floating dock owned by the Mitsu Bishi Company, is 412 ft. in length and is capable of floating a dead weight of 7,000 tons. Another and larger floating dock is now being built by the same company. The docking business, like the ship-building, is now in a very prosperous condition.

"The technical knowledge of ship-building amongst the Japanese has also made much progress, compared with eight or nine years ago, when the *Hitachi-maru* 6,000 tons, was built. At that time the engineers and mechanics experienced much difficulty in building the steamer, but now they are able to build larger vessels with greater ease and expedition. What is necessary in Japanese ship-building is the further sub-division of labour amongst the various departments of the industry. If this is done ship-building can be executed with more dispatch and promptitude than is at present the case. There is scarcely any doubt that with the development of the ship-building industry in Japan orders from foreign countries will increase."

ITALIAN CONVENT.

ANNUAL DISTRIBUTION OF PRIZES.

19th inst.

The annual distribution of prizes to the successful scholars at the Italian Convent was held this afternoon, His Excellency the Governor, Sir Matthew Nathan, K.C.M.G., who was accompanied by Captain Coleman, A.D.C., kindly presiding and handing the prizes to those who had won them.

The fine hall of the Convent had been very tastefully decorated by the Sisters, assisted by some of the elder pupils, with festoons of flowers and paper bulbs of the national colours of Italy, while palms and fresh flowers entered largely into the scheme of decoration. Above the dais hung the portraits of the King and Queen of Italy, flanked at the side by that of the foundress of the Order.

ARRIVAL OF HIS EXCELLENCY.

On arrival His Excellency the Governor, who was closely followed by his Lordship Bishop Pozzoni and the Right Reverend Bishop of Canton, was received by the Rev. Mother, and conducted to his seat immediately in front of the dais, Bishop Pozzoni being seated on his Excellency's right hand. As soon as the distinguished guests had taken their seats Miss Maria Santos, a young pupil of the institution, stepped to the front of the dais and read the following address, subsequently handing illuminated copies of the same to His Excellency the Governor and his Lordship Bishop Pozzoni.

THE OPENING ADDRESS.

Your Excellency, my Lord Bishop, Reverend Fathers, ladies and gentlemen,—The Reverend Mother has charged me with the duty of welcoming and thanking you, on her behalf, on behalf of the Convent and my school friends, for the honour you have done us by being present here this afternoon. We are honoured by so much kindness and by the encouragement which is given us in our school work. We shall return to our duties, after the holidays you are about to give us, with the knowledge that in the education we receive here in this institution we are aided by your help and support. Together with my friends we will present a short programme of music and entertainment this afternoon. We trust our efforts may succeed in making the entertainment pleasing to you. Our small faults we hope to be excused; as we will do our best to receive your applause.

THE REPORT.

Rev. Fr. P. de Maria, manager of the school, then said:—Your Excellency, my Lord Bishop, ladies and gentlemen,—Before reading the report of the Inspector of Schools for the school year 1905-1906 of the Italian Convent, you will permit me an expression of thanks for the honour of your presence here on the occasion of our annual distribution of prizes. Your Excellency has shown such consistent support to all educational institutions in the Colony that I need scarcely enlarge on the fact that it is of the utmost value to and very highly appreciate by the responsible individuals for the successful management of the schools in Hongkong. Speaking on behalf of the principals of the schools under my charge, I wish to avail myself of this public occasion to record my sincere thanks for your Excellency's help and encouragement towards the Catholic Schools in Hongkong. I have no desire to unduly prolong the proceedings this afternoon, but wish to remark, in connection with Mr. Irving's report, that the inspector has classified the Italian Convent school as "thoroughly efficient" and recommended for it the highest grant under the Code. I will now proceed to read the report:—

ITALIAN CONVENT.

Staff.—Seven Sisters of Charity.

Discipline and organization.—Very good. In standard IV. note books might be kept more systematically. In some of the lower standards the pupils collaborated at examination without any attempt at concealment. I have no objection to their working together at other times, if the teachers desire; but they should be taught also to treat test examinations with respect.

Sanitation.—Very satisfactory.

Floor space.—Sufficient for 157 pupils.

Apparatus.—Some of the maps should be replaced by new ones; otherwise satisfactory.

English, Reading.—Good.

Writing.—Spelling requires attention in standards II and III. Handwriting is good throughout the school, and the work shown up is neat. The formation of some of the capital letters is unusual. Foreign idioms occur in the compositions of the higher standards, which have nevertheless improved considerably. The papers showed a considerable knowledge of current topics.

Geography.—The work is taught too much by rote in the lower standards. Standard II were distinctly weak. At examination standard IV did less well than standard VI, who showed up some very good work. Map-drawing to illustrate answers is a subject that seems much neglected.

History.—Very good. The work done gives evidence of a thorough grasp of the subject, particularly of the parts relating to constitutional matter.

Hygiene.—Very good. Great pains have been taken and good results secured. One girl in standard IV knows the whole elementary course by heart; but the teacher is not responsible for this.

Arithmetic.—Mental: Good.

Written.—Excellent results were obtained at examination in three higher standards, who got 86% in a by no means easy paper. In the lower standards a number of mistakes at examination were probably attributable to nervousness.

Needlework.—Very good.

Grant.—The school continues to be thoroughly efficient. I recommend a grant at the rate of 35/-

The following programme of music, songs, and recitations was then very tastefully rendered and much appreciated by those present:—

Action Song.....(8 children).....Arc.: by Miss M. Osete
Song..."Le Feu di Napoleone"...Acc.: by Miss M. Alweo (Miss R. Elizaga.)
Recitation....."The Endless Story"..... (Miss C. Peterson.)
Song..."I Like to be a Soldier"...Acc.: by Miss A. Gotta (Master A. Hyndman.)
Humorous....."Here is the School, etc"...Miss F. Angell (Chorus of Girls.)
Rattle Drill.....(8 children).....Miss I. I. Felices
Duet....."La Festa del Villaggio"...Miss B. Brewster & Miss M. E. Gutierrez
Song....."La Mariuresca"...Miss I. M. Felices (14 children.)
Recitation....."The Land of my Birth"..... (Miss B. Gutierrez.)
Gran Coro....."Le Vacanze".....Miss E. Angell & Miss I. Sison

As we go to press, His Excellency the Governor is addressing the children, after which he will distribute the prizes as follows:—

THE PRIZE LIST.

7th Standard:—Noemi Marques:—1st for grammar, composition, arithmetic, object lessons, elementary science, hygiene, history, religious instruction, needlework, conduct, order, politeness. 2nd for reading, dictation, geography, writing.

Maria Gomes Silva:—1st for religious instruction, history, writing, hygiene, object lessons, elementary science, needlework, conduct, order, politeness. 2nd for arithmetic, reading, grammar, composition, dictation, and geography.

Januaria Sison:—1st for composition, dictation, object lessons, elementary science, religious instruction, geography, needlework, conduct, order, politeness. 2nd for history, arithmetic, reading, 1st hygiene, writing, and grammar.

Maria Santos:—1st for reading, recitation, elementary science, geography, object lessons. 2nd for religious instruction, history, grammar, composition, conduct; 3rd for hygiene, arithmetic, needlework.

6th Standard:—Jessie Festonjee:—1st for history, grammar, geography, hygiene, object lesson.

Louise Hicks:—1st for arithmetic. 2nd for grammar, dictation, hygiene, reading.

Dolores Remedios:—2nd for history, object lesson, composition, writing.

5th Standard:—Enriqueta Felices:—1st for good conduct, arithmetic and mensuration, history, composition, grammar, hygiene, elementary science. 2nd for reading and recitation.

Branquita Gutierrez:—1st for reading, recitation, composition, grammar, hygiene, elementary science. 2nd for geography, history 3rd for mensuration.

Etelvina Remedios:—1st for application, regular attendance, geography, religious instruction. 2nd for hygiene, elementary science.

Maria Emilia Gutierrez:—2nd for arithmetic, mensuration. 3rd for hygiene, elementary science.

Giovannina Remedios:—2nd for composition, grammar, 3rd for arithmetic, geography, history.

4th Standard:—Ester Mayer:—1st for good conduct, application, grammar, geography. 2nd for composition, arithmetic, history. 3rd for elementary science and hygiene.

Dolores Hyndman:—1st for arithmetic, application, writing and order, needlework. 2nd for geography.

Alice Brandt:—1st for composition, hygiene, dictation, geography. 2nd for recitation and history, elementary science. 3rd for reading and grammar.

Adele Helingemann:—1st for reading, recitation, history, geography. 2nd for dictation.

Alemia Gomes Silva:—1st for religious instruction, regular attendance, application. 2nd for grammar, writing. 3rd for dictation; and arithmetic.

Elevira Felices:—1st for elementary science, drill. 2nd for religious instruction, hygiene. 3rd for composition, dictation, writing.

Kate Raymond:—2nd for reading, application; regular attendance. 3rd for recitation, and geography.

3rd Standard:—Aurora Taulo:—1st for good conduct, application, reading and history, recitation. 2nd for religious instruction, grammar and composition, hygiene and geography, object lesson.

Frank Murray:—1st for composition, grammar, dictation, hygiene, geography, object lesson. 2nd for religious instruction, reading, arithmetic, history and recitation.

Maiyela Osete:—1st for good order, drill. 2nd for grammar and dictation, object lesson. 3rd for reading, recitation, hygiene.

Ricarda Xavier:—1st for religious instruction, hygiene. 2nd for application. 3rd for history and dictation, recitation.

Aurea Uzeno:—1st for arithmetic, writing. 2nd for object lesson.

Angelina Santos:—2nd for hygiene. 3rd for religious instruction, composition, arithmetic, geography.

2nd Standard:—Milagros Veloso:—1st for religion instruction, composition, object lesson, application. 2nd for history and recitation. 3rd for grammar and arithmetic. 4th for writing, geography.

Jessie Yamasaki:—1st for arithmetic, politeness. 2nd for application, composition, writing. 3rd for history, geography, object lesson. 4th for dictation, and order.

Luisa Duira:—1st for reading, recitation, 2nd for religious instruction. 4th for composition.

Jenine Laurence:—1st for history, dictation, 2nd for reading and grammar, object lesson, 3rd for recitation, 4th for religious instruction.

Laura Remedios:—1st for geography, writing, 2nd for arithmetic, order, 3rd for dictation.

Pilar Faulo:—1st for order. 2nd for geography, 3rd for religious instruction, composition and writing. 4th for grammar, recitation and object lesson.

Becky Ai:—1st for conduct and needlework, 4th for application, Arithmetic.

1st Standard:—Carlota Ribeiro:—1st for religious instruction, composition, dictation, arithmetic, grammar, conduct politeness.

Maria Xavier:—1st for application, drill religious instruction, 2nd for object lesson, 3rd for composition, grammar, reading.

Dijon Seina:—1st for reading, recitation, 2nd for composition, grammar, dictation, 3rd for arithmetic.

Angela Hyndman:—1st for geography. 2nd for reading and arithmetic, 3rd for recitation, 4th for grammar and composition.

Emma Ai:—1st for application, dictation, 2nd for geography 3rd for object lesson.

2nd Division:—Infant Class—Lizzie Wilkinson:—1st for good conduct, arithmetic, object lesson, recitation, reading, good order.

Kathleen Brewster:—1st for good conduct, order, application.

Lizzie Comar:—1st for reading, dictation, object lesson.

3rd Division:—Honey d'Almada e Castro:—1st for writing, dictation, arithmetic, 2nd for reading.

Helena Maria Gomes:—1st for reading, writing, dictation, arithmetic.

Luiz Augusto Gutierrez:—2nd for reading, dictation, writing.

Infant Class:—1st Division—Eva Figueiredo—1st for application, reading, dictation, writing. 2nd for arithmetic. Kindergarten.

Mercedes Veloso:—1st for arithmetic, dictation, application, object lesson, geography. 2nd for reading and writing.

Bertha Xavier:—1st for writing, dictation, application. 2nd for reading, geography, arithmetic.

Estilla Gardner:—1st for drill, reading. 2nd for dictation, application, writing, kindergarten.

Josephine Tong:—1st for writing. 2nd for application, reading, dictation, kindergarten.

His Excellency's speech to the children will appear in our issue to-morrow.

After His Excellency the Governor had presented the prizes to the successful pupils according to the list we published last evening, Sir Matthew Nathan addressed the company present as follows:—My Lords Bishops, Ladies and Gentlemen,—I am sure you will join with me in expressing the regret we feel that the Rev. Mother Superior has been prevented by illness from being present with us here to-day. I think you will also wish to thank with me the Sisters and girls for the pleasing performance we have witnessed this afternoon. I congratulate the school on the very favourable report furnished by the Inspector of Schools. In addition to saying that the school was thoroughly efficient and therefore recommended for the highest grant, he reported the progress made in history, hygiene and needlework to be very good, and that with regard to arithmetic the papers sent in by the senior classes were excellent. These are useful subjects, and according to one of the songs that the girls sang, will make life sweet. The Inspector of Schools pointed out, as it was his duty to do, various weak points. He mentioned that the small girls helpell each other at the examination (laughter). They must not do that again. He said more importance should be given to the details of geography, and I am sure the Sisters will bear that in mind. He also remarked that the spelling of the small girls was not as good as it might be. That is not perhaps surprising seeing how small they are. A more serious fault mentioned by Mr. Irving is the tendency he noticed, with regard to several subjects, to learn the lessons by heart without fully understanding their meaning. Undoubtedly the training of the memory is a very important part of education, but the memory should rather be stored with facts than with words and the facts should be understood as well as memorised. It is no doubt easier to learn words than facts, especially if the words are placed in rhythmic sequence. An old idea of teaching history and various other subjects was by putting them into rhyme. It is now recognised that where facts are remembered by the position and sound of the words describing them, rather than by the meaning of those words, those facts are not very likely to be understood, and facts not understood are not worth remembering. I am told there is a girl here who knows the whole of the text of the Government book on hygiene by heart. I do not wish to discourage her zeal, but I think it might have been better if she had spent more time in understanding the facts and less in learning the words. Memory is undoubtedly a great gift of God, but we must look upon reason, which is peculiar only to man, as a greater gift. Memory and reason are not antagonistic, but it is a notable fact that a good memory very often does not go with the greatest power of reasoning. I think it is possible to account for that in this ways if a person has a good memory, any facts he gets hold of he puts into his head, knowing that he will be able to draw them out one by one if he wants them. If he has not a good memory he knows it is necessary before putting them away in the storehouse of the brain to extract lessons from them so that if he forgets as the facts the lessons, which are the essence of them may remain. In other words, power of memory often weakens power of generalisation. This is a generalisation which I hope at any rate the big girls will remember so that in another year there will be no suggestion in the report of the Inspector of Schools that more facts are remembered than are understood. Trusting to my memory, I think it was at this school last year I spoke on the subject of English composition. For that reason I propose to give my prize this year to the girl who has done best in this subject. There seems to be some doubt as to who that girl is, but I am told if I give the prize to Miss Enriqueta Felices I shall not be far wrong. (The prize was then handed to the winner amidst great applause.) Before I sit down I want to mention the pleasure it gives me to see how in this school every effort is made to give effect to my wishes that hygiene should be thoroughly well taught and learned. I should like to mark my appreciation of this by giving a small library of hygiene works to the Sisters whom I know has been very largely instrumental in securing the good teaching of this subject—Sister Melania.

Rev. Fr. de Maria was the bearer of the gift to Sister Melania who accepted His Excellency's gift amid cheers and applause. The singing of the National Anthem terminated the proceedings.

CRIMINAL SESSIONS.

19th inst.

At the Supreme Court this morning the July Criminal Sessions was opened with a calendar of four cases, by his Honour the Chief Justice, Sir Francis Piggott. The first case to be tried was a charge of robbery against Lam Ze, Lam Yau, Chun Shing Lam Yat, Lam Sun (a) Lam Shun (b). The prisoners pleaded not guilty. The following jurymen were impanelled: Messrs Krikhusrou Nusserwanjee Moody (foreman), Duncan Tollan, Robert Stevenson, Henry George Simons, Robert Macpherson, John Wells, and Thomas Blair.

The Hon. Sir Henry Berkeley, K.C., Attorney General, instructed by Mr. G. E. Morrell, of Messrs. Dennys and Bowley, Crown Solicitors, prosecuted, the prisoners being undefended.

The Hon. the Attorney General said, the prisoners were charged with being members of a gang of armed robbers, who broke into a house in Kowloon City and carried off articles and money of the value to $450. They were all arrested within an hour in possession of the stolen articles, for which they could not give any account. The inference was a warrantable one that those persons found in possession of the stolen property were implicated in the robbery. But to make sure he had added the further charge against the men of being in possession of stolen property, and it was for the jury to consider if the men so found in possession of stolen property one hour after the occurrence were the robbers, and if so they must return a verdict of guilty.

Lam Choi said that on the 12th June at night he was awakened by a noise and found some robbers assaulting his younger brother. There were eleven men in all, but he could not identify any of them. They searched the room and took away $150 in money, two suits of silk clothing, one of which he identified at the police station, only one being recovered; three suits of clothing (six pieces) belonging to witness, which he identified; one silk girdle; and other things. Witness was tied up, and struck with an iron bar on his back and wrist.

The Hon. the Attorney General: The Magistrate saw the marks, my Lord, when they were fresh wounds.

Witness, continuing, said that the men left the house taking the money, which was all in small coins, and the clothing with them. They first broke up all the cooking utensils, and set fire to a pile of old clothing, after pouring kerosine oil over it.

Other evidence was heard corroborating the above.

After evidence had been heard, the Hon. the Attorney General said he did not wish to press the charge against the first, second and sixth defendants as there was no evidence of any of these stolen property being found on them.

His Honour therefore directed the jury to return a verdict of not guilty against the first, second and sixth defendants, and they were accordingly discharged.

After his Honour had summed up, and the jury had held a brief consultation a verdict was returned of not guilty against the third prisoner, and guilty against both the fourth and fifth, and they were sentenced to five years' hard labour.

MANSLAUGHTER.

The second case to be called was that of Yeung Man, charged with the manslaughter, on the 24th June, in the waters of the Colony, of one Man Shan.

Prisoner pleaded not guilty.

The following jury was impannelled: Messrs. F. A. Macintosh (foreman), William D. Knaft, James Guy, W. F. Bassfad Evie, N. A. Hankey, Charles Crispin, and James Lee.

The Hon. the Attorney General said the charge arose out of an act of carelessness on the prisoner's part by which the death was caused of Man Shan. The deceased was a member of the crew of a fishing boat. The boat was at anchor on the 23rd June last, in the harbour, and the crew were engaged in hauling up the nets. Prisoner was at the stern of a three-masted junk coming up towards the fishing boat. Seeing her come close the people on the boat called out to the junk to keep off, but she took no notice and ran into the boat, toppling deceased into the water, when he was drowned. His body was found the following day. The question was whether the prisoner was guilty of such negligence as to be responsible for the death of the man Man Shan.

The master of the fishing boat gave corroborative evidence.

The jury returned a verdict of not guilty, and the prisoner was accordingly discharged.

WOUNDING.

20th inst.

The Criminal Sessions were continued this morning at the Supreme Court, His Honour the Chief Justice, Sir Francis Piggott, presiding, when Leung Tung was indicted on the charge of wounding one Hok Choi Fun with intent to do grievous bodily harm, on the 20th June, 1906. Prisoner pleaded not guilty.

The following jury was impanelled:—W. D. Kraft (foreman), Charles Edward Warren, H. Ehmer, C. A. E. Meyer, C. T. B. Haeslop, F. H. J. Baker, and H. W. Page. The Hon the Attorney General, instructed by Mr. G. E. Morrell, of Messrs. Dennys and Bowley, Crown Solicitors, prosecuted, the prisoner being undefended.

The Hon. the Attorney General said that complainant was sleeping in her cubicle on the night of the 20th June, where she was awakened by prisoner who was attempting to cut her throat. She jumped up, and ran away to a neighbour's house for protection, and prisoner followed and wounded her in various parts of her body. It was believed that the woman had been the paramour of the prisoner, and that she had carried on an intrigue with another man, and that was the cause of the wounding. But that had nothing to do with the case as no man had any right to cut or wound anyone under any circumstances, and it was for the jury to consider how far the prisoner was guilty.

Hok Choi Fun stated that on the 20th June she was living at No. 19, McGregor Street. Prisoner lived in the same house, in another cubicle. She was wakened by the prisoner coming and sitting on her chest, and cutting her on the neck, and the elbow. Prisoner asked her where her money was, and she pointed to the place where she kept it. There was a lamp burning in her cubicle so she was able to see the man. She recognized him by his face and his voice as the prisoner. She could not call out, as prisoner stuck a piece of cloth in her mouth, and she became unconscious. When she regained consciousness the prisoner had gone away, and she ran out and called a policeman. They returned to the house and she at once fainted and was carried to the Government Civil Hospital. It was not true that she was the sweetheart of the prisoner. He attacked her to rob her, but she did not know if he did rob her, because she became unconscious. She knew a man named Li Yeung, but he did not come to her cubicle that night, and they did not attack the prisoner. Li Yeung was a good man, and once saved her life. He never cut prisoner with a chopper.

Witness (to prisoner): What a fool you are; why do you ask me such silly questions? You know you are talking all lies. (To the Court): Please don't listen to his lies.

Li Yeung said he was a baker living at 46, Praya East. On the 20th June he heard cries of "save life," and then he opened his door and then said the last witness, she was suffering from knife-wounds. He called a Chinese constable and they all went together to the woman's lodging. He knew the prisoner, who lived in the same house. Prisoner was not there when they all got there. At 6.30 a.m. he went with the constable to look for prisoner, and found him on the Yaumati ferry launch, which was just about to leave.

The Attorney General: You are, by way of being a friend of the prisoner?

Prisoner: (standing) I don't know you.

Witness, continuing, said he did not know if there was any friendship between prisoner and the woman. It was not true that he attacked prisoner with a chopper that day. He did not know why the woman ran to his house for protection that day: it was his misfortune; she ought to have run to someone else. Prisoner had no cause to be jealous of him.

Dr. Koch spoke to examining the woman on the 20th June, and found her suffering from weakness on account of loss of blood from a series of wounds. One in the face was a serious wound, and would leave a disfiguring mark. Those wounds were inflicted by a chopper.

The Chinese constable spoke to finding the chopper, and handing it, all blood-stained, to Inspector Gourlay.

To the Court: There was blood all over the woman's cubicle.

Inspector Gourlay spoke to the woman being brought to the Station, and his dressing her wounds. He found some cuts on the back of prisoner's hands, which looked as if they had been done with finger nails; prisoner did not point them out to him.

After his Honour had summed up, the jury retired to consider their verdict.

Upon their return the jury returned a unanimous verdict of guilty against the prisoner.

His Honour said he thought the verdict was right, and under the circumstances he would sentence prisoner to two years' imprisonment, but without hard labour.

This concluded the July Criminal Sessions and the Court adjourned *sine die*.

CLAIM FOR RENT.

REVISION OF JUDGMENT.

20th inst.

In Summary Jurisdiction this morning his Honour Mr A. G. Wise, Puisne Judge, gave his decision in the case in which the Shamshui-po Land Investment Co., Ltd., sued Wong Kwai for recovery of the sum of $929,20, being the amount of arrears of rent due from defendant to plaintiff in respect of Lot No. 2,325, situate in the New Territories.

His Honour said when this case came on before him it was informally brought to his notice that, under Ordinance 3 of 1905, he had no jurisdiction in such a case. The defendant did not appear, and judgment was given against him as usual in such a case, as his Honour considered that he had jurisdiction. A summons was then taken out by the defendant's solicitor for the case to be restored to the hearing list, and subsequently there was a change of solicitors, but the question was the same and he might reply by a simple refusal. However, he thought it better to give some reasons. He had stated that in his opinion the words in the section "proceedings relating to land" referred to title only, and on that assumption he gave his decision. The defendant's solicitors argued that under the Ordinance the jurisdiction of this Court was ousted with reference to actions for rent. He had previously held that the words quoted did not *per se* include actions to recover rent, and he was still of that opinion. It was urged that those words were to be construed in conjunction with the definition of the word "land" in section 2, sub-section 2, which describes it as "any interest in land," and it was argued that rent was such an interest. Also the words in section 6 to the effect that all disputes in connection with or arising out of or regarding land should be dealt with by the Land Officer showed that this Court had no jurisdiction, and that it was the general intention that all such matters should be dealt with by the Land Officer. If that was the intention the Legislature ought to have expressed it. His Honour then quoted the authorities cited, and said in 1884 there was a case in which it was held that an action to recover rent is not an action to enforce a contract or liability affecting land. That was his view of the law, and he would accept it until he was proved to be wrong. His opinion was that the Ordinance was only intended to give the Land Officer the power to deal with questions of title. It was possible that the Ordinance may have been intended to give him power to deal with questions of rent, but the material word "income," which included "rent," was left out, which clearly showed that it did not include rent. On the whole his Honour thought he had jurisdiction and he dismissed the application, which seemed to be out of order in any case, with costs.

THE HO MIU LING HOSPITAL.

OPENED BY THE GOVERNOR.

As previously announced the Ho Miu Ling Hospital was opened last evening by His Excellency the Governor, Sir Matthew Nathan K.C.M.G., in the presence of a large and select gathering of friends and sympathisers, amongst whom were Mrs. Villiers Hatton, Mrs. Francis Clark, Mrs. Hoare, Mrs. Pearce, Mrs. Jordan, the Bishop of Victoria, Archdeacon Banister, the Revs. J. H. France, H. R. Wells, T. W. Pearce, F. Stevens, C. Bone, Mueller, E. Barnett, and C. H. Hocking, Dr. Forsyth, Dr. Jordan, Dr. Wan, Hon Dr. Ho Kai, C.M.G., Hon. Mr. W. Chatham, Hon. Mr. A. W. Brewin, Hon. Dr. Francis Clark, and many others. A full description of the building appeared in our columns last evening, and in honour of the interesting occasion the interior had been very elegantly decorated with palms, bunting and flowers. His Excellency the Governor, accompanied by Captain Smith, A.D.C., arrived at the hospital shortly after 5.30 p.m., the hour set for the ceremony, and was received by the Rev. T. W. Pearce and the directors of the Tung Wa Hospital. His Excellency having been greeted by those present,

Rev Mr. Pearce said:—Your Excellency, my Lord Bishop, ladies and gentlemen,—We are met this afternoon to open the Ho Miu Ling Hospital, an institution to be from this day devoted to the healing work in Hongkong of the London Missionary Society. Speaking as I now do on behalf of that Society's Medical Mission which is worked in and from its affiliated hospitals, it is at once my duty and privilege to express on behalf of the management a due sense of the distinguished honour conferred on this assembly by your Excellency's presence and gracious consent to open this new hospital building. The many friends, Chinese and non-Chinese, of this public charity keenly appreciate the personal interest and generous aid which your Excellency has seen fit to accord to its endeavours to alleviate suffering and to lessen the sum of human misery around us, and the practical sympathy shown in a gracious consent to open this hospital will greatly cheer and encourage the medical superintendent and staff, and the friends of this benevolent work. The present is an occasion happily not the first in the history of these hospitals when the munificent generosity of a supporter has made possible the opening of a new building as an addition to the permanent working plant. In calling attention to the name of this institution the Ho Miu Ling hospital, I would join the designation with the name of Madame Wu Ting Fang, wife of His Excellency the Chinese Minister to the United States of America, and sister of our distinguished fellow-citizen, the Honourable Dr. Ho Kai. The hospital that we are about to open is the gift of Madame Wu to this mission working in the Colony where the earlier years of her life were spent. Madame Wu seeks to benefit the poor of Hongkong who stand in need of medical treatment which it is the purpose of this institution to provide. A further object of this hospital is to extend the teaching of Western medicine, the generous donor thus becoming a helper of many in Hongkong and in China who may never see the inside or even the outside of this building. Of the practical value of the Ho Miu Ling hospital you will soon be able to form an opinion, and I shall be surprised if that opinion does not accord with my own, that the structure is admirably adapted to the purpose which it is intended to serve, reflecting not a little credit on the architect and contractor. An aspect of this benefaction which we do well to consider is that a Chinese lady is here showing the way in a new order of things. The time is coming when the women of China will take their share in all kindly ministries of healing that tend to sweeten and brighten human life and to make it worth living. In identifying herself thus early with the forces that are to make new heaven and earth in China, Madame Wu is pointing us forward and giving us visions of the day when woman's work for woman in the ministry of healing will form a great factor in the social life of a great people. The donor of this hospital is helping to impart new meanings to the old time word benevolence—a great key word in Chinese ethics. The word is destined to undergo processes of appreciation, and to represent living great realities, rooted and grounded in the hearts and minds of the women of China who have caught the spirit and who follow in the steps of Madame Wu. The true guage and measure of value, as applied to this hospital is to regard the munificent gift as a sign of the new times that are fraught with good to China and to the world. There are further acknowledgments which the hospital authorities are led to make gladly and gratefully. This hospital building stands on one of the best sites that could be chosen, entirely suitable as regards proximity to the busy city lying immediately below, yet sufficiently removed to ensure quiet and favourable sanitary conditions. This site is also a gift of the Government, through His Majesty's Secretary of State for the Colonies, at the recommendation of Sir Henry Blake, a former Governor of Hongkong. It is a source of satisfaction to be able to point out that as with so many buildings on these higher levels, especially in the Peak district, the new structure being a thing of beauty enhances the attraction to the road. It seems to be the very object needed to lend the charm of distinction to the thoroughfare on which it stands. The beauty of a hospital, however, consists in what it stands for—philanthropy, unselfish regard for others the going out ourselves in order to heal disease, and to bring the joy and light of health to those who are in pain and wretchedness. As the hospital succeeds in doing this it will make worthy use of Madame Wu's generosity, and of the liberality of the Government. We have further to thank the Tung Wa directors for the striking proof of their good-will, shown in the really magnificent tablets which adorn the entrance to the building, the inscriptions on which are as felicitous as they are instructive. The tablet on the right makes graceful allusion to the donor of this hospital in a reference to the elixir of immortality, whilst the tablet on the left reminds us of certain marvels of healing in ancient days and suggests that the like marvels have been made possible in this building through the generosity of Madame Wu. The Tung Wa directors have also helped us to equip and furnish the hospital by providing hanging lamps. We thank them for their practical sympathy. There is one word more to be said. We are met this afternoon, moved by a common desire to tender effective our healing endeavour in these hospitals, and gratitude for the improved means placed at our disposal to this end. There is probably no one present who does not know that bodily healing under the auspices of the London Missionary Society, and as part of its work, is in fixed and certain relations to that Divine healing which the Society exists in order to make known. Its aim in its hospitals, as in all its activities for doing good to men, is to glorify Almighty God, who will we believe use this effort as a means to the higher help, and salvation and health of human souls. Through the Divine Healer and Teacher who took our nature upon Him and went about doing good and healing all that were diseased.

HIS EXCELLENCY'S ADDRESS.

The Bishop then offered prayers for blessings upon the new building and the work to be done therein, after which His Excellency the Governor said,—My Lord Bishop, ladies and gentlemen, those among you who know the Alice Memorial Hospital well know the necessity that has grown up to improve the accommodation for the sick looked after by the London Missionary Society. Through no fault of the managers of the Alice Memorial Hospital that institution has ceased to be fit for medical and surgical cases. Buildings have grown up around it, and the lower floors particularly have no longer the light and air necessary for a hospital. I have dwelt upon the fact of this new hospital being necessary in order to give improved accomodation, because those of you who have studied the statistical abstract presented in the annual report of these hospitals will say that additional hospital accommodation was scarcely necessary. I would remind you that the Alice Memorial Hospital was originally established in the year 1887 and I believe then, as now, had 33 beds. In 1893 the Nethersole Hospital was opened and provided 35 beds, and in 1904 the Alice Memorial was provided with some additional beds for special cases. Well, in those 19 years since the first opening of the Alice Memorial Hospital the average number of in-patients has been 729, whereas the actual number of in-patients for the year 1905 was 763, so that the additional accommodation provided has been greater than the increase in the number of in-patients. I am inclined to gather from that fact—and from the fact that during the 19 years I have referred to, the population of the Colony increased from 186,000 to 378,000—that is, more than double; that the general health of the Colony had improved in that time; and I find corroboration of this fact upon looking at the corresponding figures of the Government Civil Hospital. In the last ten years the average number of patients in the Government Civil Hospital—in-patients—has been 2,752. In that period the population has increased from 240,000 to 378,000—that is, has become half as much again as it was; and in the year 1905 the number of in-patients was 2,704, or considerably below the average of the last ten years. Further corroboration of this idea, that the health of the Colony has greatly improved in late years, is derived from the fact that the year in which this hospital was opened—the year 1887—the death-rate per 1,000 was 28.59; last year it was 17.28. But it is not right, possibly, to take individual years, so that I will give you the average figures for the four successive periods of five years, referring to the same time. From 1886 to 1890, the years before the plague was introduced, the death-rate was 27.78; from 1891 to 1895, which included the first and worst plague year, the death-rate was 23.89; in the years from 1896 to 1900 it was 22.8; and in the years from 1901 to 1905 it was 20.28—a gradual and steady improvement. Possibly the ladies and gentlemen here may think that this is not very relevant to the purpose for which I came, but I have been looking forward to an opportunity to make these remarks in public, because I thought it was advisable that they should be made. Hongkong still retains in England its old reputation of being a very unhealthy place, and that reputation is bad for the Colony. It is, to a certain extent, due to the highly laudable desire of the Press to lose no opportunity of impressing the Government with the necessity of measures intended to still more better the health conditions of the place; but it also, to a certain extent, has the effect—the constant crying down of the health of the Colony—has also, to a certain extent, the effect of deterring people from visiting us, which is a bad effect. Referring to my business here to-day, it seems to me most suitable that the donor of the present hospital should be sister of Dr. Ho Kai, who, in memory of his wife, established the original Alice Memorial Hospital, which has done so much good! and I fully appreciate the remarks, as we all do, made by Dr. Pearce with regard to the gratitude due to Madame Wu Ting-Fang for her generous gift. As regards the gratitude of the community to the architect, I shall be in a better position to judge when I have seen the interior of the building. Dr. Pearce dealt fully with the question of the exterior, and the only thing I wish to add to what he said is that I should rather that the excellent stone or sound bricks of which it is constructed were not covered up with plaster (laughter). With regard to the medical work done by the Alice Memorial and Nethersole Hospitals, I am scarcely competent to speak, but I know that the staff, Drs. Mitchell and Gibson and Sebree, enjoy the confidence, which I know they deservedly enjoy, of the community. There is one point not dwelt upon by Dr. Pearce which entitles the London Missionary Society to special credit from the community, and that is the steady support it has given to the Hongkong College of Medicine, which is turning out some useful doctors who are working in this colony and elsewhere. No doubt had the director of the College Mr. May been here, he would have dwelt on this point more fully, as I know his great admiration for the work done by the London Missionary Society. Finally, as regards the religious work, it would not be fit for me to speak, for reasons which you understand, but I think I shall be echoing the sentiments of every one here when I say that this institution is established, supported and maintained with lofty and high aims to benefit mankind, which are to the glory of God (applause).

Dr. Mitchell presented His Excellency with a silver key, suitably inscribed, and turning it in the lock, his Excellency concluded:—I now, on this 20th day of July, 1906, declare the Ho Miu Ling Hospital open (applause).

We are requested to state that Mr. Weisman of the Café Weisman provided refreshments for the assembled guests without charge to the hospital, as a mark of appreciation of their good work. The management is greatly indebted to this gentleman for his kindness.

The site of the Ho Miu Ling Hospital is immediately to the east of Breezy Point and is an ideal one for purposes of a hospital, and was given to the trustees by the Government. The lot has wide roads on the north and south sides, and Crown land adjoins on east and west, so that it is thoroughly isolated and open on all sides. The buildings were erected at the expense of Mrs. Wu Ting Fang, sister of Hon. Dr. Ho Kai, C.M.G., and have been so designed that direct natural ventilation is obtained through all the wards, and the requirements of light and air set forth in most recent Ordinances have been exceeded. The site has been formed by building large stone retaining walls on the north and east sides and then the necessary filling in was made to bring up to the present levels. The entrance from the

rond is by an iron gate at the highest portion of the site, and a few feet below the level of the ground storey.

The main buildings have wide verandahs along the whole of the front on each storey, upon which convalescent patients may bask in good weather, and from which views of the harbour and Kowloon may be obtained. The ground floor is taken up by two large general wards opening out of the central fancy-tiled hall. The wards are well lighted and ventilated, and accommodation is provided in the two wards for 24 beds. Centre heating arrangements conforming to the latest approved ideas have been made in each ward. There are not any ceilings, and consequently rats and vermin cannot make their homes between floors and ceiling, to the detriment of the well-being of the occupants of the Hospital.

Bath rooms and lavatories are situated at the end of the wards, but separated from same by thick walls. An easy stairway leads to the first floor which is divided into six private wards, wardmaster's room, doctors' room, and operating room and three rooms for dressers and clerks. The roof is open without a ceiling, but the underside of the purlins are lined to prevent the fall of dust from the tiles; extra height is thus obtained and consequent coolness for the wards.

The operating room has a skylight in addition to large windows to the verandah, and has a tiled floor, adequate water supply, and up-to-date fittings. The operating table has been selected by Dr. Gib on and was presented to the hospital by the architect, Mr. John Lemm. The first floor wards have similar bath and lavatory arrangements as to ground floor, and special external sanitary steps communicate to these conveniences from the ground level. All the floors of the wards are of hardwood and are beeswaxed, and to the lavatories and bath rooms fine concrete rendered floors have been used.

From the main stair landing a bridge leads across a wide open space to the students' room, and thence access is obtained to a flat roof over part of the servants' quarters, forming a terrace for use of the students. At the rear of the ground floor and separated from same by a wide open space are the laundry, servants' rooms, mortuary, kitchen (with large furnaces and boilers and iron lined ceiling) and a room which may be used for disinfecting, etc. Standing alone on the east of the servants' quarters is an isolation ward, with ventilated roof, large windows, and cement concrete floors. Under the eastern main ward is a storey which contains a well fitted up dispensary, dispenser's room, store room, attendants' room, and a large room which will be suitable for a recreation and reading room for convalescents; bath-room and lavatory accommodation is also provided to this storey.

The whole of the site has been paved with concrete rendered with cement, and the channels, downpipes and drains are all of approved types. Plans and specifications were prepared and buildings carried out under the supervision of Mr John Lemm, F.I.A.M.I.E. SAN. I, architect.

COMMERCIAL.

WEEKLY SHARE REPORT.

Reviewing the share business for the week, Messrs. E. S. Kadoorie & Co write on the 20th inst.:—A fair amount of business has been transacted throughout the week though rates in some instances have not been maintained. There has been a sharp and heavy drop in Shanghai Docks and latest quotations from the North show a general weakness all round. Locally the market has ruled steadier and a further rise in Banks has to be recorded while China Sugars have slightly declined.

Banks.—Hongkong & Shanghai Banks have further improved and are inquired for at $835 without bringing out shares. The London quotation is £92. Nationals have again been negotiated at $47 cum call.

Marine Insurances.—Cantons have declined with further sellers to $340. Unions have ruled very steady and are in request at $810. North China are offering at Tls. 92 and Yangtszes at $175.

Fire Insurances.—China Fires have slightly hardened and are in demand at $88½. Hongkong Fires have been sold at $315.

Shipping.—China and Manilas continue quiet at $20. Douglases are quoted at $44. Sales have been effected of Hongkong, Canton and Macao Steamboats at $27, at which rate more shares can be placed. Indo Chinas have been done at $70, but towards the close more shares can be had at this rate. The Shanghai quotation is Tls. 51 ex dividend. In Shanghai Tugs small sales are reported at Tls. 62 and Tls. 52 for the preference shares. Star Ferries are quiet and without business.

Refineries.—China Sugars have depreciated and are offering at $145. Luzons are stronger and are wanted at $20. There is no business to report in Peark Sugars which are quoted at Tls. 100.

Mining.—There are sellers of Chinese Engineerings at Tls. 10 with probable buyers at a slightly lower rate. According to private telegraphic advices from Singapore the crushing of the Raub Australian Gold Mining Company, Limited, for the past four weeks realized 851 ozs. of smelted gold from 5,437 tons stone. Shares are quoted at $3¾.

Lands, Hotels and Buildings.—Hongkong Lands have changed hands at $113½ and can probably be placed at $113. Kowloon Lands are on the market at $38; and West Points at $52. Hongkong Hotels are unchanged and without sales at $125. Humphreys' Estates are asked for at $11. Shanghai Lands have buyers at Tls. 110 ex the dividend of Tls. 3 paid to-day.

Docks, Wharves and Godowns.—Hongkong Docks have declined to $158 but close firm with buyers at this price. Kowloon Wharfs are steady at $106. Shanghai Docks have experienced a heavy fall from Tls. 106. Sales have taken place at various rates from Tls. 93½ to Tls. 90 ex dividend. Hongkew Wharfs have receded to Tls. 220.

Cotton Mills.—A little more has been done than for some time past. Ewos were sold at Tls. 75 and Tls. 70 closing steady at the latter rate. Internationals have buyers at Tls. 60 and Laou Kung Mows were dealt in at the improved rate of Tls. 75.

Miscellaneous—Green Island Cements are quoted at $281 and Dairy Farms at $161. China Providents can probably be booked at $9. China Light and Powers have been in fair demand and changed hands at $10. Hongkong Electrics are unaltered. Shanghai Gas shares are procurable at Tls. 132½. The Company has declared a dividend of 7% or Tls. 3½ for the half year ended 30th June, 1906, payable on and after 25th inst. Watsons fetched $13 and Powells are fixed at $10½.

FREIGHT.

In their fortnightly report of 14th inst., Messrs. Lamke & Rogge write:—Freights coastwise remain extremely dull, and for want of paying employment boats of all sizes continue to be laid up.

The fortnight under review has been even more than ordinarily quiet; the list of the period's charters attached to this circular will therefore be found to be smaller than for some time past.

In connection with Saigon loading, excepting some slight inquiry for Java, more marked for more distant dates, there has been practically no demand at all. Rates to Hongkong, Japan, the Philippines, etc. are all entirely nominal.

To Java, 1 port N. C. prompt, a boat was done at 21 cents; subsequently a steamer, with a view of somehow securing a freight, took a like charter at 17½ cents. For forward, August-September loading, several further cargoes are believed to have been fixed at or about 20 cents, but details of charters are withheld.

As concerns Bangkok, there is no room for outsiders at present, although, as for rates Bangkok to Hongkong, these are unchanged, due to some arrangement between the Nordd. Lloyd and the new rivals, the N. Y. K.

From Java, chartering for this port has come to a temporary stop. We learn that through prolonged bad weather the sugar cane is not sufficiently ripe yet, and that several Mills have stopped working. Java to Japan, tonnage has been inquired after for about 6,000 tons, August loading, at 9/6.

Philippines to Hongkong: There is tonnage offering and no offers of freight forthcoming.

Newchwang: Business is reported at further reduced rates. As low as 18 and 17 cents has now been accepted for Hongkong and Canton.

Hongay: A charter is reported to Canton at only $1.75. For Hongkong there is no particular demand, anything like recent rate could not at present be obtained anyhow.

From Japan for Hongay: Offers for a boat 4,000 tons to Ipad Kuchinotzu to Hongay at about $1.30 have not so far found a taker.

Moji to Hongkong, the market is unchanged, rate $1.30 for any size; $1.35 has in one instance been paid.

Concerning Sailers:—We note from a New York shipping report following charters, Hongkong to Baltimore or New York, general cargo, private terms, viz:—

Ship *J. F. Chapman* 2,014 tons, (February 14th, Philadelphia to Cavite).

Ship *S. P. Hitchcock*, 2,086 tons, (April 6th, Baltimore to Cavite).

Coasting charters none have been reported.

Sail-tonnage Disengaged:—American bark *Alta*, 1,300 ton reg.

Departures of Sailers:—None.

RAUB GOLD MINE.

The General Manager's report for May-June is as follows:

The mine measurements and assay results of prospecting work show a total of 455 ft. for the period (4 weeks) under review: made up of 105 ft. inking, 3 ft rising, 136 ft. driving, and 211 ft. crosscutting, as against a total of 343 ft. for the previous four weeks.

BUKIT KOMAN.

440 Level. Drive North.—This has been driven 16 ft. making a total of 175 ft. The lode averages 33 in. wide, and is worth 1½ dwt. per ton.

440 Level, Drive South.—To this has been added 8 ft., bringing the total to 161 ft. The lode, 47 in. wide, assays 3½ dwt. per ton.

440 Level, Drive South, No. 1 Winze:—This has been sunk 20 ft. A bunch of quartz at the depth of 5 ft.—36 in. wide—assayed 3¼ dwt.; this has since narrowed down and disappeared.

440 Level, Drive South, Rise:—Here 3 ft. of work has been done, making a total of 9 ft. This rise has now communicated with the winze from the 340 level, and affords good ventilation to the lower workings.

340 Level, Drive South.—This has been advanced 9 ft., making a total of 421 ft. south of the shaft.

340 Level, Drive North.—At about 400 ft. north of the shaft a drive is being put in on an offshoot of the main lode, taking a direction slightly east of south: 7 ft. has been driven, showing a lode 50 in. wide, worth 5 dwt.

140 Level, Drive North.—A winze has been started in the bottom of the level, about 500 ft. north of the shaft, on a parallel branch in the hanging wall: 13 ft. has been sunk. The lode is standing on the eastern side and has not yet been broken through.

Crosscutting for filling.—85 ft. of this work has been done.

Stopes.—Milling ore has been won from the following:—Above the 440 level (2 stopes) lode 72 in. wide, worth 1 dwt.

Above the 340 level (2 stopes) lode 111 in. wide, worth 3½ dwt.

Above the 240 level (2 stopes) lode 117 in. wide, worth 4 dwt.

BUKIT MALACCA.

No. 2 Level. Drive South from No. 1 Winze.—Here 18 ft. has been driven, making a total of 27 ft. The lode, 43 in. wide, assays 21 dwt.

No. 2 Level Drive North from No 1 Winze.—This end has been driven 16 ft. making a total of 20 ft. The lode, 33 in. wide, is worth 20 dwt. From the stope below the No. 2 level 116 tons have been raised from a lode 45 in. wide worth 17 dwt.

STOPE MINE.

From the surface, at 200 ft. south of the shaft No. 2 winze has been started and sunk 47 ft. For the first 20 ft. the winze was taken down through ancient workings, at the bottom of which the lode was found, 48 in. wide; it has since averaged 52 in. and worth 12 dwt.

60 ft. Level, Drive South.—This has been driven 38 ft., making a total of 193 ft. south of the shaft. The lode, 78 in. wide, averages 12 dwt.

60 ft. Level, Drive South, No. 1 Winze.—This has been sunk 30 ft., making a total of 33 ft. The winze is on the hanging wall side, and it is expected to have the full width of the lode in the winze at about 50 ft.

160 ft. Level, Drive South.—This has been advanced 24 ft. making a total of 144 ft. The lode 34 in. wide, averages 10 dwt. per ton.

160 ft. Level, Crosscut East.—his has been extended 26 ft. making a total of 204 ft., from the shaft.

Stopes.—Above the 160 ft. level (1 Stope): lode 62 in. wide, worth 4½ dwt.

Above the 140 ft. level (1 Stope): lode 36 in. wide and worth 9 dwt. A few tons only have been taken from here.

MILLING RETURNS.

BUKIT MALACCA.

No. 1 Mill ran 24½ days } crushing 116 tons of mine ore, and
No. 2 Mill ran 25 days } 2,193 tons of surface ore,
Total tons crushed: 2,309.
Amalgam recovered 375 oz
Retorted gold 352 oz.
Smelted gold 350 oz.
Average yield p. ton: 1.3 dwt.

BUKIT KOMAN.

Stamps working 40
Period of work 28 days, less lost time 1.15 days for clean up and repairs to cam shafts.
Ore milled Koman 2,986 tons.
Stope 515
Total 3,501 tons.
Total amalgam 1,800 oz.
Retorted gold 636 oz.
Smelted gold 630.36 oz.
Average yield per ton 3.6 dwt.
" value of tailings 1.12 dwt.
Total tons crushed 5,810.
" gold won 782.36 oz.
Average fineness 934.86.
" yield per ton 2.7 dwt.

W. H. MARTIN,
Gen. Manager.

Messrs. E. S. Kadoorie and Co. are in receipt of telegraphic advices from Singapore to the effect that the crushing for the past four weeks, of the Raub Australian Gold Mining Co., was 851 ozs. smelted gold from 5,431 tons stone.

LOCAL AND GENERAL.

MR. Lam Tsz-ying has been appointed a public vaccinator within the Colony.

OWING to the pressure on our space to-day, several articles of local interest are unavoidably held over.

HIS Excellency the Governor-in-Council has been pleased to establish the New Western Market as a new market.

WILLIAM Martin was at the Police Court on Thursday ordered by Mr. F. A. Hazeland to be admitted to the House of Detention for vagrancy.

HIS Excellency the Governor has been pleased to recognize Mr. S. J. Fuller as vice and deputy consul-general of the United States of America in Hongkong.

THE man Payne, who was tried at the Criminal Sessions on Thursday, for an unnatural offence, was found guilty, and sentenced to penal servitude for life.

IT is notified in the *Gazette* that the Peak Garden, at the junction of the Chamberlain and Mount Kellett Roads, was open to the public on and after Thursday, the 19th instant.

THE *Gazette* notifies that memorials of re-entry by the Government of several lots of land on Lantao Island and in New Kowloon, New Territories, have been registered according to law.

WE are requested to remind our readers of the Promenade Concert to take place this evening, at 9.15, on the Volunteer Parade Ground, and for which a very excellent programme has been arranged.

HIS Majesty the King has been pleased to approve of the appointment of the Honourable Mr. Hewett to be an unofficial member of the Legislative Council of Hongkong, *vice* Mr. Shewan, resigned.

A TELEGRAM was received on Thursday by Messrs Dodwell & Co., agents in Hongkong for the Mogul Line of steamers, stating that owing to an accident the steamship *Ghazee* has been detained at Suez, undergoing repairs.

AMONG the passengers that left for Europe on Wednesday by the s.s. *Seydlitz* was Mr. Forbes Eadie, who was recently so severely injured by Chinese at Tung-an, near Amoy. Mr. Eadie, who is a native of Greenock, is expected to be away for a year.

MRS. Woodcock, of No. 3, Seymour Terrace, proceeded against her private chair coolie, before Mr. F. A. Hazeland, at the Police Court on Saturday, for leaving her service on 5th June last without giving a month's notice. The coolie was fined $10.

INSPECTOR Gourlay, at the Police Court this morning, proceeded against Lo Kwai, a youth, for dealing in "Lok Wai" lottery tickets, yesterday. The charge was admitted, and Mr. F. A. Hazeland imposed a fine of $25, with the alternative of one month's gaol.

WE are informed by the American Consul-General, through a letter dated Honolulu, that Mr Wilbur Terrill Gracey, lately in charge of the consulate-general at this port, has been assigned to Tsingtau, where he will go as consul to open a new office.

AN Order of His Majesty the King in Council, dated the 11th of May, 1906, for giving effect to the treaty between the United Kingdom and the Republic of Nicaragua for the mutual surrender of fugitive criminals, which was signed at Managua on the 19th of April, 1905, is published in the *Gazette*.

THE Rev. Mother and Sisters of the Italian Convent desire to thank the ladies and gentlemen of Hongkong who have shown so much interest in the work of the Convent during the past year, and especially to thank Mr. Sin Tak Fan for his voluntary donation of $20 towards this year's prize fund.

MR. F. A. Hazeland, at the Magistracy, on Monday, sentenced a Chinaman to three weeks' hard labour and six hours' stocks for robbing rickshaw coolies at Kowloon, during the nights of the 13th, 14th and 15th inst. Defendant, it appeared, robbed the coolies when they put the money, obtained beforehand, into a tin box placed under the seat of the rickshas.

TWO coolies, who were only banished on the 17th instant, were found loitering about the street yesterday and promptly taken in charge. They were placed separately before Mr. H. H. J. Gompertz, at the Magistracy this morning, and each was sentenced to one year's hard labour and six hours' stocks. Either Hongkong or Victoria Gaol—most probably the latter—has some attraction for deportees.

SERGEANT W. J. Barry, of the R. G. A., charged Mun Ho, his amah, with behaving in a noisy, insolent and disorderly manner towards complainant, on the 14th instant. It was said that when complainant was paying defendant her wages, she wanted an increase, and as none was forthcoming, she went into the verandah—in order to make things public—and raised her voice. When told to leave the premises the virago refused. The police took her in custody, nevertheless. His Worship gave the woman a lecture, and bound her over in the sum of $25, to be of good behaviour for six months.

THUS the *Foochow Daily Echo*: Our esteemed comtemporary, the *Hongkong Telegraph*, in its leading article of the 3rd inst., which we reproduce in another column, deals with the extensive correspondence lately published in the columns of the *N. C. D. N.* with reference to the maltreatment of native laborers in the Namti Valley by the French Company. Indeed, our esteemed comtemporary fully deserves the plaudits of its readers. We fully endorse the opinion expressed by the *Hongkong Telegraph* in its leading article and would point out the great impropriety of writing to a newspaper of grave scandal when there is actually no scandal to write about.

AN unemployed Chinese houseboy was on Wednesday ordered by Mr. Gompertz to pay a fine of $25, with the alternative of six weeks hard labour, and in lieu of one day's gaol to be exposed in the stocks for six hours' for assuming the designation of a police officer, yesterday. A hawker, who was complainant, said that defendant approached him and alleged he was a constable in plain clothes and asked for money. The hawker refused, saying that he knew defendant was not what he said he was, and the houseboy started trouble and he was given in charge. When taken in charge by a *lukong* the defendant said: "Don't you know who I am?" The policeman replied that he didn't want to know, and marched the man to the station.

IN a *Gazette Extraordinary* issued on Tuesday the Governor has proclaimed Manila a port at which an infectious or contagious disease prevails.

OUR correspondent at Canton states that $64,000 has been paid to the treasurer of the American Presbyterian Mission at Canton, by the Chinese authorities, towards the Lien-chau indemnity claim.

THE boxswain of the steam launch *Hoi Chu* came before the Police Court again on Tuesday. On this occasion he was charged with carrying sixteen passengers in excess, on the 11th instant. A fine of $20 was imposed.

MR. A. M. Currie has arrived from Tientsin to take up the duties of shipping manager of the Chinese Engineering and Mining Co., Ld., at Shanghai. Tientsin papers to hand state that Mr. Currie had a most cordial send-off and is followed South by many good wishes.

THE case in which a cargo-boat owner was charged with being in possession of 100 bags of unrefined sugar, valued at $200, was continued at the Police Court on Tuesday, before Mr. Gompertz. The evidence was, in his Worship's opinion, insufficient to convict and the defendant was discharged.

THE Chief Justice's staircase at the Supreme Court is "closed for repairs"; it has been found to be riddled by swarms of white ants, and coolies are now strenuously occupied in pulling the whole staircase to pieces to eradicate the dangerous pests. It is feared that white ants may be found in other parts of the building wherein there is a considerable amount of woodwork for them to operate upon.

THE C. M. S. *Klangyunp*, which arrived at Shanghai from River ports on 9th inst., reports: At 3 a.m., on the 5th instant, when off Leiyu-shan, bound up, heard cries of distress, and sighted a capsized sampan. Stopped and hove life-buoys, but missed. Launched a boat and rescued a man, a woman, and a child, and carried them on to Hankow. Their story was that their junk capsized, when on a journey from Wong-shih-kong to Kiukiang with a cargo of peaches. A boy, aged six years, was drowned.

MR. J. H. Kemp, who has been on leave to England, during which he was called to the Bar, returned on Tuesday to the Colony, by the Imperial German Mail s.s. *Prinz Regent Luitpold*. He relieves Mr. J. W. Lee-Jones, as Deputy Registrar at the Supreme Court, who, after four years of arduous labour in that position, now goes on three months' well-earned leave, which he will spend in Japan, in the salubrious climate of which we trust he will, while spending a pleasant holiday, recuperate his health. Thus while welcoming the incoming we may, at the same time, speed the parting "guest."

ANOTHER Chinese Volunteer Corps, the *N. C. D. News* understands, is being organised and daily drilled in the Chinese suburbs. The organisation is the same as the one which paraded the streets of the Settlement on Sunday, namely, the members are all connected with trade and belong to Chinese mercantile hongs and shops in the Chinese suburbs, of south Shanghai. When the two corps have been drilled to a certain degree of perfection there is to be, we learn, a grand parade, and there will be joint drills of the two volunteer corps. Where and when these are to take place is at present uncertain.

MAJOR H. P. E. Parker, of the 129th Baluchis, proceeded against two Indians, before Mr. H. H. J. Gompertz, at the Magistracy on Tuesday, for absenting themselves from complainant's service, without leave, on Monday. Complaint said that one of the defendants was his syce, the other was also a syce, but in the service of a brother-officer who was on leave, and as complainant had charge of the other's horse, the second syce was also employed by him. The defendants were at work on Sunday night but left on Monday morning and were not captured until last night. Complainant paid defendants a wage of $12 each per month, and he believed they obtained a better job at some sugar factory. His Worship fined each defendant $10.

AUTHORITY, says the Manila *Cablenews*, has been received by the division quartermaster from the war department, to advertise for bids for repairs on the transport *McClellan*. An examination of the machinery found it to be in very bad shape. A definite estimate of the repairs needed will be reported upon and it is expected that advertisements for the bids will be placed in a few days. Experts who have examined the machinery of the *McClellan* claim that it will be necessary to equip the boat with new furnaces. This feature of the repairs alone will amount in the neighbourhood of $65,000. It is hardly probable that the vessel can be repaired in Manila and in that case the transport will have to be sent to Hongkong.

FOR some time past a number of petty larcenies have been going on at "Beaconsfield Arcade," but the thief could not be detected. A tobacconist in that block have suffered more than others at the hand of the thief. Two large picture frames containing post-cards, and which were left outside the door, mysteriously vanished some time ago and since then a continual watch has been kept, with the result that a coolie was arrested on Monday night trying to carry away another picture frame of post-cards. This man—To Yau—was alleged to have stolen the other frames. On being placed before Mr. F. A. Hazeland, at the Magistracy, being charged by Messrs. Sayce and Company, the coolie was sentenced to six weeks' hard labour and six hours' stocks.

REFERRING to the award made by the Arbitration Board appointed in connection with expropriation of Tanjong Pagar Docks, the *Straits Times* says:—The award, $27,929,177, is about a third of the amount claimed by the Dock Company's shareholders; it may or may not include the price paid for the surplus lands, but certainly does not include the dividend for the half-year ended the 30th of June, 1905, which was large, and for which the Government declined to hold themselves liable to that extent. The question was referred to a separate arbitration. Well, are the shareholders satisfied? We think the Government are by no means satisfied with their bargain; and would be glad to have got quit of it. However, there is the award, and the matter is settled.

THE Chinese opium smuggler is nothing if not resourceful, observes the *Bangkok Times*. There came from Hongkong to Bangkok, by the s.s. *Loosoh* the other day a Chinaman whose principal luggage consisted of a signboard of portentous size and weight. Never before was such a signboard brought to Bangkok. The Customs guards sat round and admired it, discussing it from every point of view. They went so far as to bore a small hole in it and this led them to obtain other tools, with the result that it was found not to be of solid wood, but of thin boards back and front, cunningly joined to a square frame. The interior was hollow and filled with flat tins all containing opium. The owner of the sign was then arrested.

POLICE sergeants W. J. Kerr and J. W. Lander have been appointed examiners of weights and measures in the New Territories.

WE are informed that the valuable services of the European civilian who took part in the recent fire in a pawnshop in Queen's Road West have been suitably recognised.

THE s.s. *Siam*, Captain Blons, which arrived in port on Tuesday from Shanghai, had in tow an oil tank lighter, *R. P. No. 32*, which she is transporting to Singapore for the oil works at Singapore. The *R. P. No. 32* is a lighter of 120 tons and has been built at Shanghai.

CHINESE constable 250 of No. 7 Police Station, while preparing to go on duty at 1.40 o'clock on Wednesday, left his room to go for a wash in the bath-room, and while going down the steps, slipped and rolled down to the bottom. His elbow was dislocated and he was removed to hospital.

A CHINESE hawker, while sitting on a stool alongside his stall in Riennaecker Street, at half-past three o'clock on Tuesday, was suddenly seen to fall backwards. When picked up the man was dead. Heart failure was the cause of death. His remains were removed to the mortuary.

A FINE of $75 each, or two months' hard labour, was imposed by Mr. F. A. Hazeland on Saturday, on two coolies, who were charged by Inspector Gourlay with keeping a common gaming house at No. 3, Tsui In Lane, Wanchai. Seven other coolies had to pay $3 each for gambling on the premises last night.

TANG Su Tung, schoolboy, residing at 307, Des Vœux Road Central, was arrested on Friday for riding his bicycle after sunset without a light. The lad was taken before Inspector Ritchie, who released him on bail of $10 to appear for trial on Saturday. When the case was called there were no signs of Tang, and Mr. Gompertz ordered his bail to be estreated.

THE competition started by the *Eastern Daily Mail* to obtain a consensus of opinion as to the most popular man in the Straits ended some days ago. The individual who gained the greatest number of votes was the Hon. E. W. Birch, C.M.G., the Resident of Perak, who therefore wins the magnificent sum of $100. He will thus be able to go on furlough this year.

EIGHTY deportees from Saigon arrived in the Colony on Saturday, by the steamer *Shahjehan*, and were taken charge of by the local police. These men, we are given to understand, are not all of the criminal class, for a few are banished because they were unable to pay the poll-tax. After their finger-prints and descriptions had been taken they were led down to the Canton boats and sent to their homes.

A COOLIE, of No. 6, School Street, was charged by Inspector Gourlay, before Mr. H. H. J. Gompertz, at the Magistracy on Monday, with being found on the staircase of No. 5, Keswick Street, on Saturday night, for an unlawful purpose, and also with offering a bribe of twenty cents to a *lukong*. On pleading guilty, his Worship sentenced the accused to one month's hard labour on the first charge and fourteen days' gaol and six hours' stocks on the second.

INSPECTOR Arthur Langley of the Water Police Station charged the owner of a cargo-boat before Mr. H. H. J. Gompertz, at the Magistracy on Monday, with being in unlawful possession of 100 bags of unrefined sugar, valued at $200, on the 12th instant. His Worship said he would remand the case to allow the harbour police to institute further inquiries. Inspector Langley remarked that he held no hopes that the owner of the sugar could be found. The case was adjourned until to-morrow.

A SAMPANMAN was charged before Mr. H. H. J. Gompertz, on Saturday, with being in unlawful possession of a quantity of brown sugar, alleged to have been stolen from a steamer. The officer, who made the arrest, said that when defendant saw him he ran. When asked why he showed the officer his heels, defendant replied that he did not know the laws in Hongkong were so strict. "I simply collided with the policeman!" said the defendant. A fine of $10, or one month's hard labour was imposed.

IP Cheung, a hawker, of No. 199, Queen's Road West, was arrested on Saturday last and placed before Mr H. H. J. Gompertz, at the Magistracy on Monday, charged with personating a police constable at Sham-shui-po, on the 13th instant. It was alleged that defendant went aboard the steam launch *Hoi Kong*, while the launch was alongside a wharf at Shum-shui-po, approach the accountant and showed authority. Mr. Otto Kong Sing appeared for the defendant, and the case was remanded. Bail $100.

A FOREIGNER named Louis Mantopill, a seaman, on board s.s. *Salmen*, came before Mr. H. H. J. Gompertz, at the Police Court on Friday, being charged by P. C. Watt with behaving in a disorderly manner while drunk in Western Street, during the small hours this morning. The officer who made the arrest said that defendant was very disorderly. Defendant admitted being "boozed," but denied that he was disorderly, saying that he had only two bottles before he went out. He did not, however, mention what were the contents of those he had. His Worship imposed a fine of $5.

"How can I do such a thing in the day time?" queried Leung Kui, a coolie, when charged with snatching a $10 bill from the breast pocket of Macario Mendez, a Filipino quartermaster, on board the s.s. *Kai Fong*, on Tuesday, near the Central market. The snatching was seen by several persons, including a police-sergeant, and a chase ensued in which accused was run to earth. Inspector Warnock said that defendant had no previous conviction, but he was a suspect. He was implicated in a pick-pocket case in 1905, but was discharged. His Worship sent defendant to twenty-one days' gaol and six hours' stocks.

CHAN Hing, a coolie, employed in an office in Connaught Road Central, was charged before Mr. H. H. J. Gompertz, at the Police Court on Saturday, with stealing a quantity of type, valued at $1. Evidence was heard to the effect that defendant was seen at the box of type by the head Chinese compositor, and he was ordered away. An hour later when the compositor went to the box he found the type gone. A search was made and the stolen type found in defendant's jacket pocket. It was also stated that a good deal of thieving has lately been going on in that office. The defendant said that he had a row with the head compositor and in order to get him into trouble the type was put into his jacket, which was hanging on a wall. His Worship sentenced him to fourteen days' hard labour and six hours' stocks.

A COOLIE, residing at No. 16, Jubilee Street, was charged on Friday at the instance of Sergeant Grant with being in unlawful possession of two rifles, without a permit from the police. Defendant said the guns were brought to Hongkong from the interior. A fine of $10 was imposed, and an order for the confiscation of the rifles was issued.

OUR Macao correspondent informs us that the Colonial Secretary, Dr. A. P. Lello, and Mrs. Lello are proceeding on home leave next month. The popular Principal Civil Medical Officer, Dr. A. Espectacao d'Almeida, is also going to Lisbon on furlough the first week of August. Another medical officer to proceed on leave will be the naval surgeon on board the gunboat *Rio Lima*, Dr. Lopes de Rio.

ELEVEN coolies were arrested at No. 17, Torsion Street, West Point, on Thursday, for gambling on the premises. The first defendant was charged with keeping a common gaming house. In another raid seven men were arrested in No. 42, Graham Street, on Thursday, and they were arraigned before Mr. H. H. J. Gompertz on similar charges. The leaders in both cases were fined $20 each, while the remainder had to pay $2 each.

AT about four o'clock on Wednesday afternoon an accident occurred to an earth coolie on Conduit Road, which necessitated his instant removal to hospital, and it is feared that one of his legs will have to be amputated. The unfortunate man was engaged in some excavating work at the place mentioned, when a huge stone, weighing nearly five cwt., was dislodged and fell on the coolie below. His right leg was crushed, and the left leg is also badly injured.

WONG Chik, who is said to be an office boy in the office of the East Asiatic Trading Company, was charged before Mr. H. H. J. Gompertz on Thursday with stealing a silver tobacco box from Mr. E. B. Pye, a clerk, of Messrs. Butterfield and Swire. The evidence could not prove that defendant was the thief and the case was dismissed. A few minutes after this Mr. P. W. Goldring arrived and said that he appeared for the defence, but was told that the case had already been decided!

A YOUTH, twelve years of age, was charged at the instance of Inspector Ritchie, before Mr. H. H. J. Gompertz, on Friday, with snatching fifty cents' worth of coppers from a servant girl, on Thursday. It was stated that the girl was on her way to the market, and held the money in her hand. Defendant rushed up to her, grabbed the money and ran, but was called up not many yards away. He pleaded guilty to the charge, and his Worship ordered him to receive ten strokes with the birch, and to be confined in gaol for three days.

A CINGALESE trading under the name of David Stanna, and said to be a groom employed by one of the horse repositories, came before Mr. H. H. J. Gompertz, at the Magistracy this morning, charged with being drunk and disorderly in Queen's Road Central and Murray Road yesterday. Defendant, who was attired in the costume of his country, was said to be chasing Chinese about the street when arrested. Defendant said he was a "little bit" drunk. Inspector Warnock said his condition was such that he had to be taken to the station in a chair. A fine of $5 was imposed.

A COOLIE and a woman were arrested in First Street, West Point, on Thursday afternoon, by Sergeant Gordon, for fighting. They were removed to No. 7 Police Station, and on searching the coolie a fighting iron was discovered under his coat. They were both placed before Mr. H. H. J. Gompertz on Friday. The defendants admitted the charge of fighting. As regarded the charge of being in unlawful possession against the coolie, he said that somebody was going to strike him with it so he grabbed it from him, put it under his coat, and turned his attention to the woman. His Worship fined both defendants $5 each for fighting. An extra fine of $10 was imposed on the coolie for having the "iron" on his person.

LATER news to hand states that, in addition to wrecking the residences of certain wealthy people of the city of Paoying, the rioters also attacked and wrecked the district school established on the modern model by Imperial Edict. The *N. C. D. News* understands that the Provincial Educational Bureau at Nanking has taken up the matter and that the Educational Association of this province has sent a petition to the Viceroy at Nanking demanding the severest punishment upon the rioters who attacked the school and declaring that an example must be made of the culprits. "Should the outrage be allowed to be passed over by the authorities," states the petition, "there will be no knowing what excesses future rioters may take it into their heads to commit against the schools throughout the country."

WE are courteously informed by the local agent of the Pacific Mail S.S. Company that the s.s. *Korea* was nine days late in leaving San Francisco, the delay in leaving being due to the strike. Leaving San Francisco on June 20th at 2.30 p.m. she made the run to this port *via* Honolulu, Yokohama, Kobe, Nagasaki, and Shanghai, arriving here on Sunday at 4.15 p.m., being thus but one day behind her scheduled time for arriving. She made the trip in exactly 24 days, 9 hours and 59 minutes, but of this 4 days, 5 hours and 15 minutes were spent in the ports mentioned *en route*, so that her actual steaming was 20 days, 4 hours, and 44 minutes; an average of 16 knots an hour being kept up throughout the entire distance across the Pacific. This is a remarkable record, and with such a record before them, the Pacific Mail S.S. Company need have nothing to fear from strikes, and strike's delays in future.

THE foreign community of Canton may be congratulated on having at last attained the eminence of being entitled to a daily newspaper of their own. The first number of the *Canton Daily News* was published yesterday and it has certainly made an excellent start. The editorial introduction is commendably modest and brief—Canton is developing, railways are being planned, the Chinese are taking new interest in national affairs, the Chinese press is not always impartial—and for these and other reasons the *Canton Daily News* makes its bow to the public. If one may judge from the initial issue, the conclusion would be that the newcomer is here to stay; it is crammed with advertisements, the life blood of a paper, and the news is fresh. Indeed, the *Canton Daily News* appeared at an opportune moment, for it is full of the *Sainam* piracy, which gives unusual interest to the first number. Arrangements, it is stated, have been made to obtain and publish Reuter's telegrams, German telegrams, and special telegrams from Hongkong. There is a bright future in front of our contemporary and we trust it will enjoy the fruits of energy and enterprise.

NINE coolies from a cinder-boat and three coolies, including the master of a dustboat, were all paraded before Mr. F. A. Hazeland, at the Magistracy on Friday, being charged with dumping rubbish in the harbour, yesterday. Evidence was taken, and all of the defendants, but one, were fined $50 each.

A *fokt* employed by the conservancy contractor at the Peak, was again placed before Mr. F. A. Hazeland, at the Police Court on Friday, for dumping night soil into the drains, near the Peak Hotel, this morning. A *lukong*, who made the capture, testified to the facts of the case, and his Worship imposed a fine of $15.

IN recording the collision between the steamers *Athenian* and *Apalachee*, the *Japan Advertiser* states that some of the *Athenian's* passengers quickly availed themselves of the sailing of the *Doric* at 3.30; tickets were interchanged and baggage transferred. One lady passenger, who had been summoned by cable to America, announcing the serious illness of her daughter was most unfortunate. The changing had been made of all her baggage from the *Athenian* to the *Doric*, and within a hand bag, fastened to her waist she had her tickets, jewellery and all her money. As she stepped on the gangplank the strap broke which fastened the bag, and all the contents fell into the sea; this last accident was most disheartening and without money, ticket or steamer the unfortunate lady had to return to Yokohama in the launch.

THE master of a dust-boat was placed before Mr. F. A. Hazeland, at the Police Court, on Friday and a fine of $15 was imposed for assaulting a coolie. Yesterday afternoon two coolies, carrying a large basket of rubbish, went down to the Praya in Connaught Road, West Point, to deposit the rubbish in the dust-boat which was anchored near the Praya wall. They were about to cross the plank to get on board the boat when they were stopped by the defendant and ordered to throw the rubbish into the harbour. This request the coolies refused, and they were attacked, by the defendant and another. A fight ensued in which the master of the dust-boat swung a bamboo pole freely, doing some damage to the complainants. A policeman arrived before further damage could be done, and arrested the master of the boat.

THE police at No. 2 Police Station charged Uichiro Nayashiki, a dealer in curios, of No. 13 Praya East, before Mr. H. H. J. Gompertz, at the Magistracy on Wednesday, with being in unlawful possession of ten swords without "police permission." The swords, which had beautiful carved bone handles and a sheath of the same material, were produced in Court. On looking at them his Worship remarked that they were only curios and if the police visited Kuhn and Kumor's establishment they would in all probability find some there too. They were also sold in London. His Worship suggested that the Chief of Police should be consulted in the matter. After a short delay, the police officer said that the Chief proposed that a nominal penalty should be imposed so that the defendant could send his swords back to Japan. His Worship fined the Jap $1, and ordered the confiscation of the "curios," remarking that if defendant wanted back the swords he should apply to the Chief of Police.

WHILE a Chinese woman, residing in Macdonnell Road, Kowloon, was walking along a quiet road at Tsim-tsa-tsui on Friday, she felt a hand on her ear, and on turning round saw a man running away. On finding that one of her gold ear-rings had gone too, she blew a police-whistle, which she carried in her pocket, and gave chase after the thief, at the same time yelling, "stop thief." The sounds of the whistle attracted the attention of a detective on duty in Chater Road. In running round a corner, both the thief and the detective came into violent collision. The latter was the first to recover his equilibrium and captured his prey in a timber yard. The ear-ring was not recovered. The thief was placed before Mr. H. H. J. Gompertz on Saturday, in answer to a charge of theft, which he admitted. Defendant, who is not over eighteen years of age, belongs to the sampan fraternity. His Worship passed sentence of twenty-one days' hard labour and ten strokes with the birch.

"IT is simply disgraceful that a white woman like you should make a show of yourself in the public streets of Hongkong." Thus remarked Mr. H. H. J. Gompertz, at the Police Court on Friday, to a European woman, who put in her second appearance at the Court, for being drunk and disorderly in the public street yesterday. She admitted that it was her second offence, and added that she made her living by drinking. She was a barmaid in a hotel in town, and she was paid according to the number of drinks she sold, and she emphasized the fact that she had to send away $40 each month for her son. This brought forth the caustic remark of His Worship mentioned above. She promised that it would be her last offience, and said that she would leave the Colony. "You were going to leave the Colony the last time you were here, but you have not gone yet," replied the magistrate. She was fined $10, with the option of fourteen days' hard labour, and to be bound over in the sum of $100 to be of good behaviour for three months.

Ships Passed The Canal.

1st June—*Hudson, Machaon, Sachsen, Socotra, Teenkai, Tonkin.* 5th June—*Kawachi Maru, Spithead.* 9th June—*Manila, Oanfa, Indrawadi, Polynesien, Longsor, Persia.* 12th June—*Bayern, Benlarig, Benlawers, Nubia, Astyanax, Bellerophon.* 15th June—*Armand Behic, Polyphemus, Prinz Heinrich, Ghanze, Awa Maru, Atholl, Laertes.* 19th June—*Monmouthshire, Indramayo, Sambia, Istria, Segovia, Orestes, Urmston, Grange.* 22nd June—*Achilles, Caledonien, Ningchow, Seneca.* 26th June—*Benvorlich, Calchas, Ceylon, Merionethshire, Moyune, Poona, Prinz Regent Luitpold, Anchises.* 30th June—*Dardanus, Ernest Simons.* 4th July—*Silesia* (Ger.), *Sanuki Maru, Den of Mains, Montrose, Siberien.* 6th July—*Benvenue, C. Ferd Laeisz, Diomed, Java, Telemachus.* 10th July—*Benledi, Flintshire, Jason, Scandia, Sithonia, Dongola, Ernorr, Prinz Eitel Friedrich.* 14th July—*Benalder, Caledonien, Malta, Pelops, Radnorshire, Bingo Maru, Ching Wo, Pindari.* 18th July—*Charles Tiberghien, Preussen, Slavonia, Tamba Maru, Ajeddo, Suttonhall.*

Arrivals at Home—1st June—*Neckar, Yeddo, Benledi.* 5th June—*Machaon, Bingo Maru, Persia, Verona.* 9th June—*Kintuck, Shimosa, Agamemnon, Kawachi Maru.* 12th June—*Senegambia, Polynesien.* 15th June—*Sachsen.* 15th June—*Socotra.* 19th June—*Longsor, Bengloe, Sachsen.* 22nd June—*Manila.* 22nd June—*Bellerophon.* 26th June—*Benlawers.* 30th June—*Caledonien, Prinz Heinrich.* 4th July—*Prinz Heinrich, Awa Maru, Benlawers, Urmiston Grange, Calchas.* 6th July—*Indrawadi, Merionethshire, Segovia.* 7th July—*Ceylon.* 10th July—*Anchises, Moyune, Sanuki Maru.* 14th July—*Salasie, Silvia, Poona.* 18th July—*Vanitas, Ferd Laeisz, Aker.*

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	POSITION AS PER LAST REPORT. AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	$125	$125	£1,000,000 $9,500,000 $250,000	$1,699,777	£1 15/- div. and £1 bonus @ ex. 2/0 9/16 =$26.87 for 2nd. half-year 1905	5½ %	$835 buyers London £92
National Bank of China, Limited	99,925	£7	£6	£12,735 $150,000	$74,099	$2 (London 3/6) for 1903	...	$47 cum[call] sa.
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	$250	$50	$1,600,000 $147,895	$211,540	$20 for 1904	6 %	$340
North China Insurance Company, Limited	10,000	£15	£5	£100,000 Tls. 100,000 Tls. 50,000	Tls. 302,053	Interim div. of 7/6 @ ex 2/10 15/16 Tls. 2.62 on account 1905	5½ %	Tls. 90 sellers
Union Insurance Society of Canton, Limited	10,000	$250	$100	$2,000,000 £40,000 $331,131 $1,153,844 $569,279	$2,792,271	Interim div. of $30 for 1905	4½ %	$810 buyers
Yangtsze Insurance Association, Limited	8,000	$100	$60	$800,000 $61,278 $15,527	$508,334	$12 and $3 special dividend for 1904	8½ %	$175 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	$100	$20	$1,000,000 $229,488 $2,616	$344,098	$6 for 1904	6½ %	$88½ buyers
Hongkong Fire Insurance Company, Limited	8,000	$250	$50	$1,220,928	$422,618	$25 for 1904	8 %	$315
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	$25	$25	$6,000	$6,563	$1½ for 1905	7½ %	$20
Douglas Steamship Company, Limited	20,000	$50	$50	$264,638 $88,941	Nil.	$3½ for year ended 30.6.1905	8 %	$44
Hongkong, Canton & Macao Steamboat Co., Ld.	80,000	$15	$15	$250,000 $600,000 $154,331	$24,080	$1 for 2nd half-year making $2 for 1905	7½ %	$27 sales
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	£120,000 £280,958 £3,999	£2,4[illegible]2	10/- @ ex. 2/1 9/16=$4.69	6½ %	$70 ex div.
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 20,000	23,156	Final Tls. 3 making Tls. 5 for 1905	8 %	Tls. 62 sellers
Do. (Preference)	100,000					Final Tls. 1½ making Tls. 3½ for 1905	6½ %	Tls. 52 sales
"Shell" Transport and Trading Company, Limited	2,600,000	£1	£1	£400,000 £4,144	£107,815	1/- (Coupon No. 6) for 1905	4 %	27/6
"Star" Ferry Company, Limited	10,000	$10	$10	$65,000 $32,957	$218	$1.50 $0.75 for year ending 30.4.1906	5 % 3½ %	$30 $21
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 98,000 Tls. 350,479 Tls. 48,000 Tls. 81,200	13,913	Final of Tls. 2 making Tls. 4 for 1905	9 %	Tls. 45 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	$100	$100	$850,000 $450,000 $86,129	$40,914	Final of $15 making $25 for 1905	17½ %	$145
Luzon Sugar Refining Company, Limited	7,000	$100	$100	none	$132,588	$3 for 1897	...	$20 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 3,723	Tls. 2½ for year ending 30.9.04	...	Tls. 100 sellers
MINING.								
Chinese Engineering and Mining Company, Ld.	1,000,000	£1	£1	£80,000 £26,011	£13,355	1/- (No. 6) interim div. for 12 months ending 28.2.06	7 %	Tls. 10 sellers
Central Consolidated Mining Company, Limited	500,000	G $10	G. $10	none	G $909,050	Final of 50 cents making G $1 for 1905	7 %	G. $14
South Australian Gold Mining Company, Limited	150,000	£1	18/10	£4,873	Dr. £8,745	No. 12 of 1/-=48 cents	...	$3½
	50,000	£1	£1					
DOCKS, WHARVES & GODOWNS.								
Henwick (Geo.) & Co., Limited	18,000	$25	$25	$70,000	$8,915	$2 for 1905	9 %	$22
Hongkong & Kowloon Wharf and Godown Co., Ld.	40,000	$50	$50	$550,000 $65,160 $20,000	$20,040	Final of $3½ making $6 for 1905	5½ %	$106 buyers
Kin, Long and Whampoa Dock Company, Ld.	20,000	$50	$50	$49,500	$362,232	$6 for second half-year making $12 for 1905	8½ %	$148 sa. & b.
New Amoy Dock Company, Limited	10,000	$6¼	$6¼	$88,000	$2,221	$1 for 1905	5½ %	$18
Shanghai Dock and Engineering Co., Ld.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 23,997	Final of Tls. 4 making Tls. 8 for 1905/6	8½ %	Tls. 90 ex div. sa.
Shanghai and Hongkew Wharf Company, Limited	32,000	Tls. 100	Tls. 100	Tls. 487,210 Tls. 57,065	Tls. 57,065	Final of Tls. 8 making Tls. 14 for 1905	6½ %	Tls. 220 sales
Yangtsze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 30,000	Tls. 5,668	Tls. 18 for 1905	8 %	Tls. 225 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ld.	25,000	Tls. 100	Tls. 100	none	none	First year	...	Tls. 100
Astor House Hotel Company, Limited (Shanghai)	30,000	$25	$25	$14,51[illegible]	$9,028	$2½ for year ended 30.6.1905	7½ %	$32½ buyers
Central Stores, Limited	6,000	$15	$15	none	$4,719	$2.40 on $12 for 1905	13½ %	$18 sales
Do. (new issue)	24,000	$15	$15			7 % on $7½ for 1905	...	$15½ buyers
Do. (Founders')	123	$15	$12			None	...	$300 buyers
Hongkong Hotel Company, Limited	12,000	$50	$50	$648,075 $24,071	$619	$5 for second half-year making $10 for 1905	8 %	$125
Hongkong Land Investment and Agency Co., Ld.	50,000	$100	$100	$250,000	$67,839	Final of $3½ making $7 for 1905	6½ %	$114
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	Tls. 29,783	Tls. 1,935	Final of 6 %=10 % for 1905	14½ %	Tls. 17 sellers
Hotel Metropole Company, Limited	2,000	$100	$100	none	$4,699	Final of $6 making $10	10 %	$100
Humphreys Estate & Finance Company, Limited	150,000	$10	$10	$208,386 $50,000	$5,070	80 cents for 1905	7½ %	$11 buyers
Kowloon Land and Building Company, Limited	6,000	$50	$30	none	$574	$2½ for 1905	6½ %	$38
Shanghai Land Investment Company, Limited	12,000	Tls. 50	Tls. 50	Tls. 869,491 Tls. 170,000	Tls. 52,194	Tls. 3 for half-year 1906	5½ %	Tls. 110 ex d. b
West Point Building Company, Limited	12,500	$50	$50	none	$772	Final of $1.90 making $3.65 for 1905	7 %	$52
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ld.	15,000	Tls. 50	Tls. 50	Tls. 45,939	Tls. 100,000	Tls. 8 for year ended 31.10.1905	11½ %	Tls. 70 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	$10	$10	$30,000	$23,264	$1 for the year ending 31.7.05	7 %	$14 sellers
International Cotton Manufacturing Company, Ld.	10,000	Tls. 75	Tls. 75	Tls. 100,000	Tls. 18,718	3 % a/c 1898	...	Tls. 60 buyers
Kwok-kung-mow Cotton Spinning & Weaving Co., Ld.	8,000	Tls. 100	Tls. 100	none	Tls. 30,760	Tls. 8 for 1905	10½ %	Tls. 75 sales
Soy Chee Cotton Spinning Company, Limited	7,000	Tls. 500	Tls. 500	Tls. 18,416	Tls. 35,986	Tls. 25 for 1905	8½ %	Tls. 300 sellers
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	$100	$100	none	$1,066	$7 for 1905	8½ %	$85 sales
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	£814	£856	1/3 per share for 1905	8½ %	$7
Campbell, Moore & Co., Limited	1,200	$10	$10	$9,000	$1,097	$3 for 1905	9½ %	$32
China-Borneo Company, Limited	60,000	$12	$12	none	Nil.	$1 for 1904	...	$7½ buyers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 50,000	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905	12½ %	Tls. 78 sellers
China Light and Power Company, Limited	50,000	$10	$10	none	$1,219	60 cents for year ended 28.2.06	6 %	$10 buyers
China Provident Loan & Mortgage Company, Ld.	100,000	$10	$10	$8,000	$1,581	80 cents for 1905	9 %	$9 sales and b.
Dairy Farm Company, Limited	25,000	$7½	$6	$25,000	$2,864	$1.20 for year ending 31.7.1905	7½ %	$16½
Green Island Cement Company, Limited	150,000	$10	$10	$410,000 $500,000	$52,291	$2 dividend and 50 cents bonus for 1905	8½ %	$28½
Hall & Holtz, Limited	21,000	$20	$20	$186,000	$20,893	$2½ for year ending 28.2.06	11 %	$23 sales
Hongkong Electric Company, Limited	60,000	$10	$10	none	$2,568	$1.00 65 cents for 10 months ending 28.2.06	8 %	$15
Hongkong High-Level Tramways Company, Ld.	1,250	$100	$100	$50,000	$2,796	$15 for year ending 30.11.1904	6½ %	$235
Hongkong Ice Company, Limited	5,000	$25	$25	$80,000	$3,776	Final of $15 making $19 for 1905	8 %	$240 buyers
Hongkong Rope Manufacturing Company, Ld.	50,000	$10	$10	$61,000	$5,813	$9 for 1905 on 5 shares	6½ %	$29
Hongkong Steam Waterboat Company, Limited	15,000	$10	$10	$2,500	588	Final of 50 cents making $1 for the year	11 %	$9
Maatschappij tot Mijn-, Bosch- en Landbouwexploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 547,500 Tls. 27,603	Tls. 10,374	second interim div. of Tls. 7½ making Tls. 15 so far a/c yr. ended 31.10.06	10½ %	Tls. 217½
Philippine Company, Limited	67,500	$10	$10	none	Dr. P. 34,324	None	...	$5 buyers
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 165,000	Tls. 11,017	Tls. 3½ final & Tls. 1½ bonus making Tls. 8½ 1905	6½ %	Tls. 132½ sellers
Shanghai Horse Bazaar Co., Ld.	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 9,751	Tls. 6 for 1904	11 %	Tls. 55 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 37,000 Tls. 8,000	Tls. 2,753	Final of Tls. 8 making Tls. 14 for 1905	9½ %	Tls. 145 sales
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000	Tls. 1,452	Final of Tls. 3 making Tls. 5 for 1905	7 %	Tls. 72 sales
Shanghai Waterworks Company, Limited	7,200 7,200	£20 £20	£20 £10	Tls. 190,000	Tls. 85,592	Final of 37/6 making 52/6 for 1905/6	...	Tls. 365 sellers
						First year	...	Tls. 280 sellers
South China Morning Post, Limited	6,000	$25	$25	none	Dr. $41,934	None	...	$20
Steam Laundry Company, Limited	20,000	$ 5	$ 5	none	$1,134	50 cents for year ended 31.5.05	8½ %	$6
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,295 Tls. 4,000	Tls. 1,012	Interim of Tls. 4 for year 1905/6	7½ %	Tls. 110
United Asbestos Oriental Agency, Limited	9,900	$10	$4	$22,000	$551	80 cents $19.80 for year ended 31.5.1905	9 % 11 %	$9 $180
Do. (Founders')	100	$10	$10					
Watson, (A. S.) & Co., Limited	90,000	$10	$10	$300,000 $25,000	$7,734	Final of 50 cents making $1, for 1905	7½ %	$13
William Powell, Limited	15,000	$10	$10	$4,500	$676	Interim div. of 50 cts. for the year 1905/6	10 %	$10½

DIVIDENDS PAYABLE

Hongkong Land Investment Co., Ld.	$3½	25th July
West Point Building Co., Ld.	$2	do
Shanghai Pulp and Paper Co., Ld.	Tls. 5	6th August

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